

The Hongkong Telegraph

(ESTABLISHED 1851.)

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September 9 1915, Temperature 6 a.m. 74 2 p.m. 85
Humidity " 88 " 86

September 9 1915, Temperature 6 a.m. 81 2 p.m. 87
Humidity " 85 " 48

WEATHER FORECAST
FINE
Barometer 29.71

3016 一初月八年卯乙

THURSDAY, SEPTEMBER 9, 1915.

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TO-DAY'S LATEST WAR TELEGRAMS.

RUSSIANS' DETERMINED ATTITUDE.

THE SULTAN TELLS GERMANY SOME UNPLEASANT TRUTHS.

Allies Bomb German Aviation Sheds.

THE CABINET AND CONSCRIPTION.

[Reuter's Service to the "Telegraph."]

THE RUSSIANS.

THE TSAR'S RESCRIPT.

September 8, 3.15 p.m.
According to Reuter's correspondent at Petrograd the Tsar in a rescript to the Grand Duke, says: "At the beginning of the war I was unavoidably prevented from following the inclination of my soul to put myself at the head of the army and navy, hence I entrusted you with the chief command. You, under the eyes of the whole of Russia, have proved steadfast, your bravery inspiring the profound confidence and good wishes of all. My duty to my country, entrusted to me by God, impels me to-day, when the enemy has penetrated the interior of my empire, to take supreme command, share the fatigues of war, and safeguard Russian soil. The ways of Providence are inscrutable, but my duty and desire determine me in my resolution for the good of the State. The invasion by the enemy, which necessitates the greatest possible concentration of the civil and military authorities as well as the unification of the command of the field, has turned my attention from the southern front where I recognise the necessity for your assistance and counsel."

GRAND DUKE NICHOLAS' NEW APPOINTMENT.

September 8, 2.40 p.m.
Reuter's correspondent at Petrograd says that the Tsar has appointed the Grand Duke Nicholas to be Viceroy and Commander-in-Chief of the Caucasus. He expresses his profound gratitude for the Grand Duke's services during the war and hitherto.

RUSSIANS ORDERED TO RETIRE TO FRESH POSITIONS.

September 8, 2.00 p.m.
A Petrograd communique mentions brilliant actions by Russian cavalry, who, in a series of dashing charges, drove back the enemy in the region of the Kovel-Sarny railway, where they captured a hundred and forty prisoners.
Further south, as a result of the pressure of numerically superior enemy forces, the Russians have been ordered to retire to fresh positions eastward of the Sty.

TSAR IN COMMAND OF NAVY AND ARMY.

September 8, 2.05 p.m.
Reuter's correspondent at Petrograd says that the Tsar has issued an army order in which he stated that he is taking over supreme command of the navy and army and calling on the troops with faith in final victory to defend their country to the last.
The Grand Duke Nicholas, signing himself Aide-de-Camp and General, thanks the troops for their heroism during the year of war and expresses his conviction that the Tsar will lead them to fresh exploits and victory.

TO-DAY'S LATEST WAR TELEGRAMS.

THE BRITISH CABINET.

IMPORTANT BUSINESS TO BE DISCUSSED.

September 8, 2.50 p.m.
The Cabinet to-day, whose meeting will probably be the last one before the re-assembling of Parliament on Tuesday, it is understood, receives the report of the committee which is considering measures for maintaining the strength of the army. Other important business is likely to be, financial questions in connection with the forthcoming budget.

PRINCE HOHENLOHE AND THE SULTAN.

A STRING OF COMPLAINTS AND REPROACHES.

September 8, 2.00 p.m.
Particulars of Prince Hohenlohe's first audience with the Sultan on August 10, received in Mitylene, via Salonika, show that the Plenipotentiary had to listen to a string of complaints and reproaches, from the Sultan, taxing Germany with indifference to the fate of the Ottoman Empire which had been abandoned by its Allies. Without munitions or money it was sustaining, single-handed, desperate and unequal struggles in the Caucasus and the Dardanelles, whereas the Kaiser had promised to aid Turkey.
It is stated that Prince Hohenlohe was completely taken aback at the Sultan's outspokenness. He replied that German action in the Balkans had been delayed because the Central Powers had to devote their main strength to the Eastern front.

[In the event of telegrams arriving too late for insertion on this page they will be found on the Extra.]

EARLIER TELEGRAMS.

GREAT BATTLE IN POLAND.

September 8, 5.00 p.m.
Volkovysk, forty-five miles south-east of Grodno, is approximately the centre of a great battle, which appears to have begun in Central Poland on a front of a hundred miles between the rivers Niemen and Pripet. A Berlin communique admits that the Russians are stubbornly resisting on a thirty miles front between Skidel and Volkovysk, while a Petrograd communique says that the enemy during Sunday and Monday continued to develop his operations east and south-east of Grodno. The Russian rear-guards on Monday morning were engaged in a particularly fierce action near Volkovysk and southwards, on the whole front, as far as the Ruzhany-Slonim road. The communique adds, the Russians as the result of a series of fights continue to hold the enemy's offensive somewhat eastward of the Khomsk Dragonchinsk line.

AIR-RAID ON UNFORTIFIED TOWN.

September 7, 5.00 p.m.
German aeroplanes have twice attacked Gerardmer in the Vosges; only two people being killed.

FRENCH COMMUNIQUE.

AIR SQUADRON RETALIATES.

September 8, 1.20 a.m.
A Paris communique states:—Our artillery in the Nieuport region co-operated with the British fleet in bombarding the German coast batteries at Westende. There was a violent cannonade north and south of Arras, our batteries at several points gravely damaged the enemy works. The artillery duel was continued with undiminished activity in the Champagne region and there were some artillery actions in Artois, Woëvre and Lorraine in which we maintained our advantage. As reprisals for the bombardment of the open towns of Saint Die and Gerardmer a French air squadron bombed the station and military establishments at Eriberg, causing fire. They also bombed the stations at Sarrebourg, Lins, Faverges, Warnerville and Tergaier. A French airship also bombed the railways round Peronne.

THE BOMBARDMENT; GERMANS ANXIOUS.

September 7, 5.00 p.m.
According to Reuter's correspondent in Paris the Germans are showing anxiety as to the inward meaning of the French continuous bombardment during the past fortnight. A communique says that the Germans opened a violent counter-bombardment along the line from Arras to Soissons, which was accompanied by some grenade fighting. The French batteries, however, replied effectively. Both German and French guns were very active in the Champagne and Vosges.

WAR TELEGRAMS.

PRAISE FROM THE ENEMY.

September 7, 7.10 p.m.
Reuter's correspondent at Amsterdam states that educated Germans are beginning to appreciate the work of the British navy, and are also giving grudging praise to the bravery displayed in Gallipoli.
The newspapers, usually full of violent abuse of Great Britain, dwell on the gigantic task of forcing the Dardanelles, and say the reckless courage of the British and the Indians must command the admiration of their enemies.

M. PICHON'S GLOWING TRIBUTE.

September 7, 7.10 p.m.
Reuter's correspondent at Paris sends the following:—"I am writing aboard a British warship which has been reported sunk, according to German communiques," says M. Pichon, in a letter to the Press, "and around us is a most marvellous fleet, ready at any moment to prove the renown of the British which is undimmed. The fleet is incomparable in construction, armament and men. The sight of Lord Kitchener's army filled me with admiration."
He concludes by saying that Great Britain's splendid spirit, which is equally evident in France, leaves us satisfied as to the future.

BRIDGE WRECKING ATTEMPT FOILED.

September 7, 7.10 p.m.
Reuter's correspondent at Peking states that German agents in China re-attempted to destroy a bridge on the Siberian line. Fortunately, the Russians secured the bombs before they exploded.

THE VALIANT RUSSIAN HEROES.

September 7, 9.40 p.m.
According to Reuter's correspondent at Petrograd King George desires that his sympathy with and admiration for the valiant Russian heroes shall be made known to every man in the Russian army.

ATTEMPTED ASSASSINATION AT CAIRO.

September 7, 9.40 p.m.
Reuter's correspondent at Cairo states that the Minister Fathy Pasha, was stabbed in three places at the railway station.
He drew a revolver and fired at, but missed his native assailant, whom the crowd seized.
The reason for the outrage is unknown. The assailant is an employee of the Finance Minister.

GERMAN RAID ON THE EAST COAST.

September 8, 2.40 a.m.
The Press Bureau reports that hostile aircraft visited the eastern counties last night and dropped bombs.
There were some fires and casualties but the particulars are not as yet available.

THE BALANCE OF TRADE.

September 7, 9.40 p.m.
The increases compared with the first month of the war are:—
Imports £27,163,988
Exports £ 8,227,584
Compared with 1913 there is an increase of 13½ millions in imports and a decrease of 1½ millions in exports.

GERMAN CAMPAIGN AGAINST SERBIA.

September 7, 9.40 p.m.
Reuter learns that a telegram from Nish confirms the great Austro-German activity on the Serbian frontier preparatory to a new offensive, but the Serbian army is quite ready. Already there have been small encounters in which the Serbians have been invariably successful.

THE TSAR TAKES COMMAND.

September 7, 5.15 p.m.
A message from Paris announces that the Tsar telegraphed to President Poincaré as follows:—"On putting myself to-day at the head of our most valiant armies I am most anxious to address to you, my sincerest wishes for the greatness of France and the victory of her glorious army."
President Poincaré replied:—"I know that your Majesty in taking command of your heroic army yourself intends to carry on energetically, to final victory, the war which was forced on the Allies."

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

Prince Hohenlohe was completely taken aback by the Sultan's outspokenness.

There have been violent artillery actions on almost every sector on the Western front.

The Grand Duke Nicholas has been appointed Viceroy and Commander-in-Chief of the Caucasus.

The Daily News says that the Cabinet will probably reject the compulsory service recommendation.

As an example of Germany's vast losses in Russia, the German Guards Corps alone lost 650 officers and 23,892 men.

The Times says that the American Consul has been officially informed that a native of New Jersey was lost in the Hesperian.

The Sultan taxed Germany with indifference to the fate of the Ottoman Empire which he said had been abandoned by her Allies.

The American Ambassador to England, has sent a preliminary report of the sinking of the Hesperian, to the Washington State Department.

The Tsar has sent a rescript to the Grand Duke Nicholas in which he states that he has put himself at the head of the army and navy.

Prince Hohenlohe said that German action in the Balkans has been delayed because the Central Powers had to devote their main strength to the Eastern front.

As a result of the pressure of numerically superior enemy forces the Russians have been ordered to retire to fresh positions eastward of Sty.

Particulars of Prince Hohenlohe's first audience with the Sultan on August 10 shows that he had to listen to a string of complaints and reproaches.

French, co-operating with British naval aviators, attacked aviation sheds at Ostend, another air squadron bombed the hangars at Saint-Medard and the railway station at Dieuze.

A Cabinet committee recommends recruiting by public appeal, district by district, and if the quota required by the Government is not forthcoming, men should be taken compulsorily.

The American Ambassador refutes the German statement that the Hesperian was armed, and says that it could not, under any circumstances, be considered a ship able to take the offensive against a submarine.

A communique mentions brilliant actions by Russian cavalry, who, in a series of dashing charges, drove back the enemy in the region of the Kovel-Sarny railway, where they captured a hundred and forty prisoners.

DON'T FORGET.

TO-DAY.

Bijou Theatre—9.15 p.m.

Victoria Theatre—9.15 p.m.

TO-MORROW.

Bijou Theatre—9.15 p.m.

Victoria Theatre—9.15 p.m.

Hongkong Jockey Club Meeting—5.15 p.m.

Saturday September 11.

Fourth Gymkhana Meeting—3.30 p.m.

Monday, September 13.

Meeting R.H.K. Yacht Club—5.30 p.m.

Organ Recital—St. John's Cathedral—5.30 p.m.

Friday, September 17.

Douglas Steamship Co. meeting—noon.

Saturday, September 18.

H.K. Police Reserve—Promenade Concert; Public Gardens—9 p.m.

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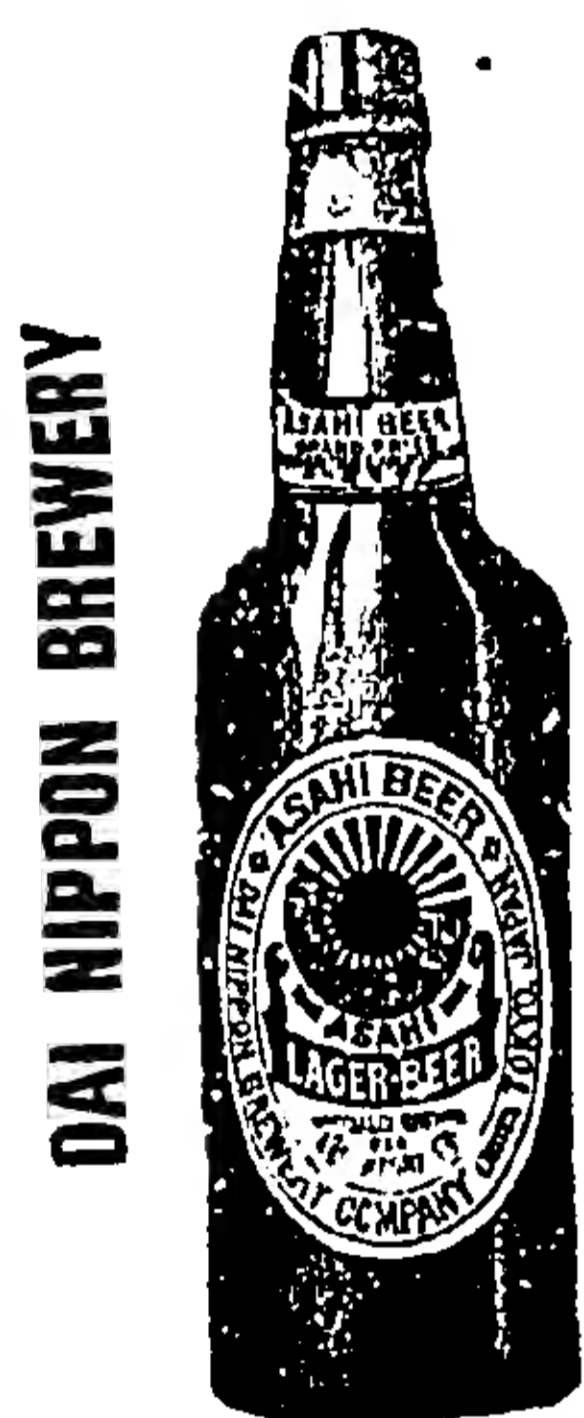
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Those who intend learning the Chinese language are requested to write to "Hongkong Telegraph" office or direct to No. 180, Wellington Street, second floor.
Hongkong, 29th Jan., 1912.

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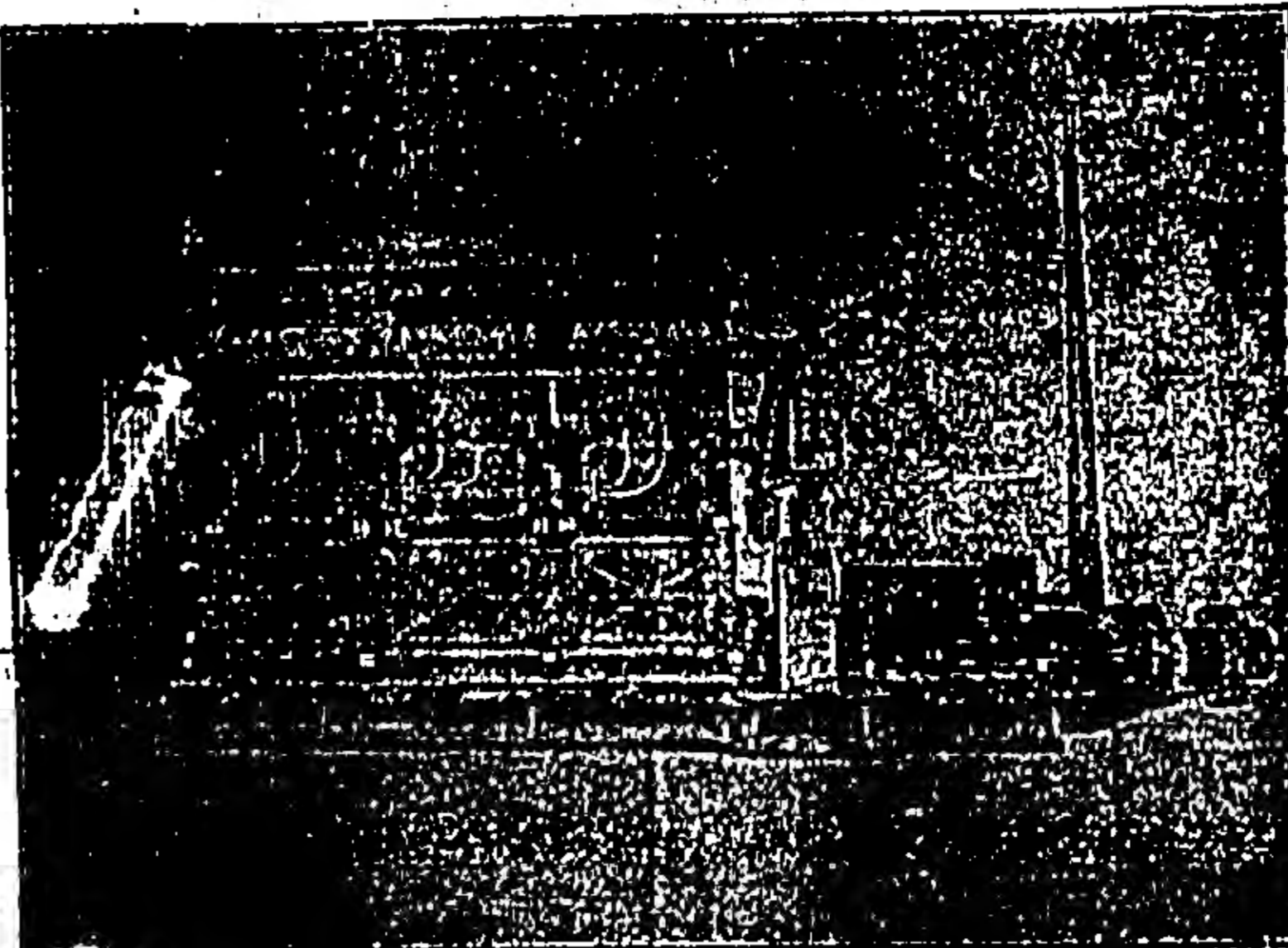
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OUR CONTEMPORARIES.

South China Morning Post

Woman's Place in Wartime.
Every true woman wants to remain a woman, not usurp man's place. But one often wonders how much of the early and quiet decision in our great Empire leaders we owe to the women behind them. Let us recognise the brain and fine judgment, the loyalty and sincerity, the inspiration and tact, the go and endurance of women. It is not their fault if only some 60,000 are engaged in our munition factories. They are willing to put a million into the business and with all despatch would "deliver the goods." Man need never fear for his own place, but he needs must be a man—every inch a man not a mere machine else he will be "left" to use a forceful word. We think we can offer ample testimony to our belief in what women can do for our nation, when we point to the way married women have enthused their husbands and sent them to the front.

Daily News.

A Link With the Past.

The pre-Restoration days were dangerous times for young men like Ito and Inouye, who favoured the opening of the country to foreign intercourse, and Inouye narrowly escaped death at the hands of a gang of assassins who inflicted some terrible wounds upon him. He survived them, however, and in the fifty-five years which have elapsed since the Restoration the Marquis Inouye has almost unintercepted served the State in some capacity or other. He had been a member of many Cabinets, and when he nominally retired from public life in 1898 he had filled at one time or other every chair in the Cabinet. Down to the day of his death at the age of eighty, he remained a member of the Genro, or Council of Elder Statesmen, and had been a tower of strength to his country in time of trouble. He was generally acknowledged to possess vigorous intellect and shrewd business talent, and all that his worst enemies had to say against him was that in his zeal to serve his country he often lacked the tact in *modo* which distinguished his life-long friend Prince Ito, with whom he was so closely associated in moulding modern Japan.

China Mail.

The Machine-Gun and Aeroplane Attack.

Since no attempt to aim at an individual mark is contemplated, there is no disadvantage from the point of view of the gunner in firing quite low. His target may appear as a blurred side of a railway cutting viewed from the window of an express train, but so long as he "delivers the goods" within the belt of ground intended, his savage hits will not be detrimentally affected. If he is shot at by the infantry line he is attacking, or by a supporting line (usually 300 yards, more or less, in the rear), every man attacking him breaks his cover and becomes a prominent mark for the defending infantry force. Beyond this, the aeroplane carries armour and presents a comparatively small vulnerable target. The advantage of low-altitude flying in the present connection lies in the fact that it is, in effect, a perfect defence against attack by long-range fire. No matter what developments may be made in air-defence artillery—even if means should be found to render an 18-pounder as handy as a sportsman's shot-gun—if the attacking aeroplane fly low enough, the enemy cannot bring long range fire to bear without bringing his own infantry lines under fire at the same time.

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Hongkong, 18th July, 1913

GENERAL NEWS.

Germans want an English Newspaper.

We understand that a representative meeting of German and Austrian residents in Shanghai, held at the Club Concordia two days ago, discussed the advisability and the possibility of starting an English newspaper in Shanghai to represent German views. The meeting was well attended with a "local matter" exposed very thoroughly in our columns a short time back says the N. C. D. News. It is not altogether surprising that the meeting adjourned without coming to any decision.

Increase Tax on Fire-arms. Government (in the F. M. S.) now proposes (vide Gazette) to increase the 50 cent. tax on fire-arms to \$5, and to make dealers in firearms pay \$100 instead of \$25 a year for their licences. In view of the fact that every European in these days should have a rifle and a revolver, and know how to use them, the old rate might be allowed to stand so far as one rifle and one revolver are concerned. More than one of each is a luxury which can be heavily taxed. Dealers say that the increased duty on their licences will create a monopoly for one or two big firms.

The Straits Civil Service. The Governor with the approval of the Secretary of State has made the following appointments in the Civil Service:—Mr. R. D. Aoton, an officer in class III, to be an officer in class II, with effect from February 15; Mr. E. W. F. Gilman, an officer in class IV of the F.M.S. Civil Service, to be an officer in class III of the Civil Service of the Colony, with effect from February 15; Mr. G. G. Wilson, an officer in class IV, to be an officer in class III, with effect from May 11; and Mr. F. T. Ellis, an officer in class V, to be an officer in class IV, with effect from May 11.

Large Seizure of Opium. Acting on the instructions of Mr. J. Byrne, head of the Preventive Service, on the 23rd inst., Supervisors R. Stanley, J. Listerman and G. Nunn and a search party of revenue officers boarded the Holt steamer "Aurea", from Europe, lying alongside section R, Borneo Wharf, and the Straits Times. After a long search, they discovered 45 large tins of opium and chandu behind three watertight doors in the stokehold. The tins found showed signs of having previously been hidden under coal in the bunkers. The opium in question was handed over to the Superintendent, Government Monopolies. There were in all 910 lbs. of opium and thirty-five 6-til tins of chandu, valued at \$7,000.

A Noteless Speaker. There is no speaker on the Treasury Bench, we believe says the Globe, who could equal Mr. B. Nur Law's feat of July 21. He made his interesting and informative speech, the first in his position as Colonial Secretary, and he did so without a single note, although in reviewing the splendid work of our Dominion and Imperial arms in the conquest of German colonies he had to deal with strange names and unfamiliar places, details of men and distances, and so forth. Mr. Balfour once declared he could express a famous policy on a half-sheet of notepaper; the Colonial Secretary makes all his speeches without a single written note.

Wedding Rings Barred. There is certainly a dearth of typists in London; but for some reason or other employers are barring married women who are trying to eke out the home income. A correspondent brings a case in point under notice. The typist, thoroughly competent and experienced, was instantly offered the situation for which she applied, but the offer was withdrawn directly the prospective employer knew that she was a married woman. This happened three or four times, till, in desperation, before applying for the next situation on her list, the young woman removed the wedding-ring to which there seemed such an objection, and gave her name as "Miss—".

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NOTICE.

NEW SHIPMENT

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OUR LONDON LETTER.

(From Our Correspondent.)

London, July 30.

(Continued from Yesterday)

In the West.

Meanwhile what of the West? The French and British have pushed ahead a little at different points, but there is as yet no sign of any comprehensive movement, and the question is whether such a movement is yet possible. We shall soon know. The Allies in the West are not blind to the huge stroke of fate now pending in the East, and they will do their best to effect a diversion. Friends home can leave from the front state that immense supplies of ammunition have now been accumulated. The British forces have been heavily reinforced. Everything points to the fact that the time is opportune for something big. And the belief of something big will be attempted. But the obstacles to be encountered are tremendous. The Germans have constructed trenches all along their lines in a perfect network. Viewed from an aeroplane, France and Belgium present the appearance of an illimitable jigsaw puzzle. Only at great cost in the best of circumstances will the Allies be able to break up the puzzle that confronts them. But it is a task that must be accomplished somehow, and there is every faith in our ability to do it. The British casualties already number well over 300,000. The French losses are enormous. What must the German losses be? Somebody has estimated that the total casualties of all the armies engaged in this war on all sides approximate to 12,000,000. The estimate has been ridiculed in some quarters. One can only say that, calculating on whatever basis one may, the most conservative figures approach a grand total of over 10,000,000. Of these it is safe to say that 2,000,000 are dead, and that another 3,000,000 or 4,000,000 are more or less disabled for life. This is the price that Europe is paying for Prussian militarism and Hellenic ambition. Surely Europe is not going to risk having to pay that price twice over? The thing is inconceivable. We may rest assured that the struggle will be fought out now, to a final and conclusive decision, and that Germany will be given no opportunity to recuperate her strength for another such stupendous crime against the human race. At any moment news of vast importance may come from France, Russia, or from Gallipoli. There is a feeling that it may come first of all from France. The Germans are heavily committed in the East. Now appears to be the time to test them in the West.

The Pirates.

A subject on which there is much discussion is whether or not the German submarines are being used up. There have been rumours of any number of these craft being destroyed or captured, and rumours to the contrary. But it is significant that the German

Government has been making anxious enquiries about some of its boats, and a leading German paper has published an article of a very gloomy character, asking the German people to reflect on the tremendous task Von Tirpitz has taken on. This German paper describes in detail the amazing precautions adopted "by the energy and organising skill of the British Navy." Certainly the peril to our merchant shipping seems to be dwindling almost to nothing, though the Germans have just succeeded in sinking another American ship. What action America will take remains to be seen. There is a feeling in unofficial circles in this country that nothing will goad America into action, and it is interesting to note that Mr. Henry James, the most distinguished American man of letters, has just announced his decision to become a British subject. Mr. Henry James has intense sympathies with the Allies in this war, and has never disguised them.

From Gallipoli.

The following descriptive letter, telling of the fighting in Gallipoli, was written by a well known Manchester solicitor, now serving as a captain in a territorial regiment with Sir Ian Hamilton—"I spent the basest month I ever had, from May 3 to June 4, over at the Dardanelles. We left here on May 2, via Alexandria, landed at Cape Helles, May 7, and from then until the big fight on the 4th we were in the front trenches practically all the time. Our adjutant was shot in the shoulder the first day in the trenches, and I had to take his place, so had quite enough work to do. Trench warfare is hell—with a big H—especially in Gallipoli. Boiling sun all day, cold and damp at night—we had no blankets—bad water, and dead Turks everywhere. The worst part of the whole thing was the night moves, relieving trenches, or moving to another part of the line, walking about in the open, with brother Turk firing away like blazes, lying down when searchlights or star-shells were up on us, or we were getting shelled—you can imagine what joy it was for the wretched adjutant, another sigh of relief I let go, when the battalion arrived safely at its new destination.

The Grim Jest.

We lost many killed and wounded in three weeks at this trench game. Another jest was advancing at night, pairs of men with sandbags at five paces interval sneaking out in the dark and digging themselves into holes, another joining up and making a new trench—that cost us a few men. One night we gained 100 yards that way. After the trench warfare it was almost a relief when we were told that we were to have a real big go at brother Turk on the 4th. Our division was between the Naval Division and the 23rd Division, another Manchester brigade was in the front row—four battalions, each with a front of 250 yards—with the Lancashire Fusiliers in support. The idea was that after a terrific bombardment two companies of

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UNCLAIMED TELEGRAMS.

Eastern Extension Australasia & China Telegraph Co.

Edgar B. Davis, New York. Karavolos, Shanghai. Mengsoon Seng, Bangkok. J. M. BECK, Superintendent.

Hongkong, 2nd September, 1915. Great Northern Telegraph Company, Ltd.

Hangsang, Chefoo. Raymondhos 133, Connaught Road Yokohama.

Rayward Tangomaru, Kobe. Yezan & Co. Queen's Road, Shanghai.

Tongsangloong, Kobe. E. BLAOK, Superintendent.

Hongkong, 3rd September, 1915.

trench. The nullah was full of dead Turks, and in places the stream was absolutely red. Our chaps had pushed on well, but we now got a storm of shrapnel and machine gun fire against us, especially at the head of the nullah, up which our ammunition and supports were coming.

Continued on Extra.

NOTICES.



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The object of this paper is to publish correct information, serve to the truth and print the news without fear or favour.

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The Hongkong Telegraph

HONGKONG, THURSDAY, SEPTEMBER 9, 1915.

THE WORKING MAN AND CONSCRIPTION.

The Trade Union Congress has this year an interest for the general public which it has certainly never had before, and is unlikely to have again. The necessary scrappiness of telegraphic information on such a subject as a big meeting, at which many long speeches are made, leaves us rather barren of definite information; but it is clear that, however high foolish class prejudices may have been allowed to run at the Congress, the real heart of the delegates was in the right place as regards genuine patriotism. It matters little to us out here that Mr. Somebody-or-Other, Labour Member for So-and-So, improved the occasion to abuse the luckless employers; if that kind of thing puts him and his friends on better terms with themselves, by all means let them work off their extra supply of energy in that manner. What does concern us is that the leaders whom the men have appointed realise the need for the continuance of the war and the crushing of German militarism. Having recognised this, they will naturally let nothing—absolutely nothing, not even coal disputes—stand in the way of their brethren's winning a speedy victory.

It happens that one of the resolutions passed at the meeting is of Empire-wide interest, for it touches a question that is in no sense one of class, of labour or of political creed: the all-engrossing one of conscription. The representatives of no less than three million men have now said, publicly and formally, that they object to compulsory military service. That the men are working men has nothing whatever to do with the case; the point is that a number of Britishers, most, if not all of them, with a right to a vote, have signified their attitude towards the question which is exercising the minds of people all over the Empire at this moment. If a ballot were taken throughout Great Britain and Ireland, many more millions would doubtless be added to the already recorded three; and probably not a million votes would be cast in favour of the much-disputed measure. Before the Government attempts to take definite steps towards compulsory service, then, would it not be well to institute such a ballot forthwith, and so avoid much subsequent waste of time.

Of the thousands or rather millions of men who have volunteered for active service during the past year, at least half are of the working class; thus that class can no more be accused of shirking and shirking than any other. Indeed shirking never was a question of class. Every social grade in Britain is represented on the Franco-Belgian battle front at the present moment; from the Prince of Wales to the ex-errand boy: a sure sign that Britain is, as she was a thousand years ago, a nation of fighting men. While she remains this there will never be any need to talk of conscription; and when she ceases to be this, all the conscription in the world will not save her from going under. The pressed man is no good to himself or anyone else. If by some means the shirker can be made ashamed of his shirking, and thereby cured, well and good; but acts of Parliament will not do this. What they will do, and should be made to do, is to put the public disgrace of disenfranchisement on every man who objects, at a time like this, to serve his country in any manner in which he can be of most use to her.

Hongkong Scottish Women's Benevolence.

We admire the enterprise and generosity of the Scottish women of the Colony in seeking to raise money to endow two or more beds in French and Serbian hospitals, and we most heartily wish them success. This success will probably come along, for, as a rule, whatever the Scots undertake they carry out. Hongkong has been very generous during the past year but there are lots of money in the Colony still, and the war sufferers may as well benefit by some of it. From the list which we published yesterday it is evident that subscriptions have not been slow in coming in and that there is every hope of raising a goodly sum. If we wanted a further proof (and we do not) that the foolish and libellous fables as to Scottish "closeness" are without foundation, we could find them often enough in this Colony and in other parts of the Far East as well. Usually the mean Scotsman is like the stupid Irishman—a myth dear to the hearts of cheap joke-makers, and rarely met with off the stage. Silly remarks about his meanness, however, afford the Scot a deal of material for mirth—even though traditionally he is as barren of humour as of generosity!

Prevention of Flood.

In another column we deal with a very practical proposal which is being set on foot by certain of the Chinese for guarding against future floods in the Kwangtung Province; and, as it is a matter which concerns the interests of many Europeans out here, we hope to learn later that the scheme will have their active support. We have pointed out many times that the floods never need have been so serious if the Cantonese had established an efficient forestry department. So far as we can gather, it has seldom entered the heads of the native authorities to plant trees systematically or to guard against the ruthless felling of other trees. If, as we have said before, the river banks had, years ago, been planted at regular intervals, the floods of these days would be next to an impossibility, for, between absorption by the trees themselves and the gradual rising of the ground about the roots, the water would but rarely be able to reach within a considerable distance of the land level.

An Excellent Plan.

Trees, unfortunately, do not spring up in a day, and any measures taken for the keeping back of the water must necessarily be slow and gradual ones. The main point is that nothing in the way of damming etc. can be thought of until money is raised; and, as will be seen from our report, the promoters of this scheme for checking the floods do not despair of being able to obtain it. In England, in fact in all civilised countries, the citizen has to make himself responsible for his own comfort and well-being to a greater or less extent. The hut owner is required to contribute so much towards the upkeep of the road in front of his property; the ordinary man in the street has to pay for lighting, for police protection etc., and rightly. And why should not the property-owners on the banks of the Canton River pay the expenses of holding back floods which devastate their lands and drown themselves or their tenants? A reasonable tax on each of the thousands of persons whose property is in the neighbourhood of the river would provide a regular income for conservancy work, and, in a few years, there would be no more floods to dread. The wonder is that the Chinese can have been so short-sighted—considering their characteristic prudence in so many directions—as not to have arranged for all this years ago.

LANGKAT OUTPUT.

		Tons
September 1	...	211
" 2	...	214
" 3	...	203
" 4	...	208
" 5	...	195
" 6	...	203
" 7	...	201
" 8	...	199
Total to 8th inst.		1634
Daily average		204.50

DAY BY DAY.

WHO EVER KNEW TRUTH PUT TO THE WORSE IN A FREE AND OPEN ENCOUNTER?—Milton.

The Weather.
Lower level 8 a.m. Temp. 70; sunshiny.
At the Peak 8 a.m. Temp. 75; sunshiny.

Count the Columns.
Yesterday the Telegraph published 31 columns of solid reading matter. To-day there will be 33 published.

The Mails.
French Mail.—Due per s.s. Paul Legit to-day.
Siberian Mails.—Due per s.s. Yingchow to-morrow.
Siberian Mails.—Closed this afternoon per s.s. Sinking at 3 p.m.
English Mail.—Closes per s.s. Sardinia to-morrow at 11 p.m.

Share Market News—Opening Official Quotations.
Doubles—\$80, buyers.
Combined—\$149 b.
Indo—Deferred 92 b.
Chinas.—Preferred 57 b.
Star Ferries.—\$36, sales and buyers.
Tronche 31/8, buyers.
Ural Caspian.—40/8 sellers.
Shanghai Lands.—\$104, buyers.
Green Islands.—\$8, buyers.
Electric.—\$43, buyers.
Ropes.—\$271, buyers.
Steam Laundry.—\$3.20, buyers.
Union Waterboats.—\$16, buyers.
China Sugar.—\$127, buyers.
Lazons.—\$38, buyers.

The Dollar.
The rate of the dollar on demand to-day is 1s 9 9/16d.

To-day's Anniversary.
To-day is the 46th anniversary of the surrender of Laos to the Germans.

Chartered Bank of India.
The Directors of the Chartered Bank of India, Australia and China have declared an Interim Dividend for the past half year at the rate of 14 per cent. per annum free of Income Tax.

Chinese Woman Admitted to Hospital.
Suffering from injuries to her head, caused from falling in the foundation of a house, under the course of construction, a Chinese woman has been admitted to the Government Civil Hospital.

Armed Robbery.
An armed robbery took place at a shop in San Hai village in the Tin Shan district, on the 7th inst. Four men armed with revolvers, entered the shop and stole money and clothing to the value of \$87. On leaving they took five men from various other shops, and held them for ransom.

Chinese Contractor Stabbed.
A Chinese contractor, named Sui Un, who is living at No. 8, St. Francis Street, has been admitted to the Government Civil Hospital, suffering from two wounds in the abdomen. The wounds, it is alleged, were inflicted by two men, who ran past him, while walking in the vicinity of St. Francis Street and Queen's Road East.

KWANGTUNG FLOOD RELIEF FUND.

Subscription List No. 41
The Tung Wa Hospital begs to acknowledge with thanks the following donations to the Kwangtung Flood Relief Fund.

The late Mr. N. M. Wadia Charity Fund, Bombay \$1000.00.
The Chinese Chamber of Commerce, Victoria, B.C. \$215.00.

Per Netherlands Consulate, account Malay daily newspaper, "Sinar Sumatra" Netherlands India \$100.00.

Wing Lok Hong, Honolulu \$250.00.
Compradore staff of s.s. "Tjilt-wong" \$44.50.

Ming To Girls School 50.00.
Hon Yung School 5.00.
Already acknowledged \$517857.85.

Total \$520222.35.

ANOTHER MOTOR AMBULANCE.

A GIFT FROM A CHINESE GENTLEMAN.

EQUIPMENT TO BE SUBSCRIBED BY CHINESE.

We understand that on hearing of the very fine effort being made by the ladies of Hongkong to provide a motor ambulance, a suggestion was made to the Hon. Mr. Lau Oh-pak that the Chinese might do likewise. Trade not being of the best just now, the Hon. Mr. Lau Oh-pak decided, we are informed, personally to present one, the Chinese of the Colony promising to provide the equipment by subscription.

The ambulance to be provided will cost about \$100, and the amount of the subscription for the equipment cannot be ascertained at the moment as it has not been completed.

NEWS FROM THE NORTH.

The Failure of the Proposed Sino-Japanese Bank.

According to Semi-official advices from Tokio, the formation of the proposed Sino-Japanese Bank will probably be temporarily shelved for the following reasons:—
The reduction of the capital from fifty million dollars to twenty million dollars by the Japanese Government.

The separation of Manchuria and Mongolia from the activities of the proposed bank.
The establishment of a separate Manchuria-Mongolia Bank for the exploitation of these two Provinces by Japan.

The Japanese merchants and others desire that the capital of the proposed Sino-Japanese Bank should be fifty million dollars to be equally subscribed by the Japanese and the Governments and their respective peoples.

The sphere of activity of the proposed bank should be the whole of China including Manchuria and Mongolia.

The proposed bank should be a special Sino-Japanese banking corporation with its head office in Peking for the development of the financial resources of China and Japan to assist the way for a future economical alliance of the two powers.

The majority of the Chinese papers do not favour the establishment of the so-called Sino-Japanese Bank, whose promoters and supporters are imbued with political ambitions in China, and not merely for commercial purposes.

The failure of the scheme is rather viewed with favour among the Chinese, especially as the proposed Sino-American Bank which is organised by pure Chinese and American business people, with the sole object of developing the vast Chinese commercial enterprises and natural resources, will make its appearance in the not distant future.

The Withdrawal of the War Zone in Shantung.

The Government has wired to the Chiangchun and Governor of Shantung to the effect that by agreement with the Japanese Government, the war zone of Kiaochoo-Laichou-Lungkou will be formally abolished on September 10, and that after the withdrawal of the Japanese troops from Lungkou to Kaomi, and the dismantlement of the Japanese military telegraphs and posts, the Chiangchun and Governor are ordered to make preparations to restore the districts to their former status quo and preserve order without delay. A Presidential Mandate will be issued announcing the cancellation shortly.

Official History of the War.

It is stated that Sir Arthur Conan Doyle is to be entrusted with the herculean task of writing the official history of the military campaign in France and Flanders.

NOTES ON THE CRISIS.

RUSS'ANS AND THE GERMAN OFFENSIVE.

Getting Busy on the Western Front.

The Germans are showing themselves less and less happy at the turn which events have elected to take. It is commonly understood that the persistent and habitual liar ends by believing his own lies. The Germans have been so long accustomed to their cheerful practice of mendacity that they came, in the long run, to think that the tales of victory which they were telling to their sympathisers were true as Gospel. But something or other seems to have happened to shake them up a little; and now instead of sinking three-fourths of the British fleet, as they were doing not so many months ago, they are ruefully owning that our sailors are hard nuts to crack and that Kitchener's contemptible little army is possessed of that hitherto unheard of quality in Britain: reckless courage. Unfortunately their good resolutions as to truth and other virtues have come too late. They should have made them before. The French artillery and aeroplanes have contributed not a little towards bringing them to this humble frame of mind. And they have such a lot to learn, even yet. They are at present "showing anxiety over the inward meaning of the French bombardment." Is the meaning so inward? We should have thought that it stood out palpably on the surface of things; but we are not going to wrangle over names. If the Germans cannot guess what the French are after, they had better bide a while and allow matters to unfold themselves.

The Tear and his Forces.

There is a happy combination of mediocrity and democratic up-to-dateness about the Tear's keenness to take over the command of his forces. Many things that His Majesty has done during this war have lain in the direction of establishing, or rather of restoring, simplicity of relationship between ruler and ruled. He is to be congratulated on the fact that he is commanding what his ancestors only dreamed of ever being able to command: a united Russia; a Russia that has, a thousand times over, turned the Kaiser's "crippledom" inside out. Just now interest centres in her proceedings on a front east and south-east of Grodno, but there is no possibility that these may be time-gaining manoeuvres on our ally's part? She still has a feeling that she is not keeping a powerful army down in the Caucasus just for the sake of harrying a few half-wild tribes led by Germans, and that some startling developments in Asia Minor may yet be looked for.

Turk and Prussian.

The news wired through this morning as to the interview between the Sultan and the Hohenzollern prince is a month old, and one feels curious to know if Germany has "done anything about it" since. It is characteristic of a Turkish ruler that he should purr and shuffle and kowtow till he finds that that sort of bearing will not help him "any", and then that he should wheel round and war abusive. On this occasion, we are told, he launched "a string of complaints and reproaches", and told the Kaiser's representative some very raw truths, the somewhat hesitating reply to which seems to have been that "German action in the Balkans had been delayed because the Central Powers had to devote their main strength to the Eastern Front." It is up to the Sultan to square this statement with the Kaiser's own particular to the Queen of Greece. If the Sultan was feeling peevish months ago, he is probably more so than ever by this time: indeed the situation must be about as serious, between Germany and Turkey, as it can well be, and a surrender by the Turks, enlivened, perhaps, by a little massacre of Germans in the neighbourhood, would surprise no one. Even the Kaiser is not immune from the good old rule that a man must reap according to what he sowing has been.

A YEAR AGO TO-DAY.

LEADING EVENTS IN THE GREAT WAR.

Extracts from the war news contained in the "Hongkong Telegraph" of September 9, 1914.

Germany Checked.
The following is a cablegram sent by the Secretary of State for War to H.B. the Governor and forwarded to us for publication:—
General Joffre's plans are being steadily carried out. The allied forces are acting on the offensive and have been successful in checking and forcing back in a north-easterly direction the German forces opposed to them.

Further German Losses in Belgium.

The dykes to the south-east of Antwerp have been opened, causing tremendous flooding at high tide beyond Termonde, many Germans were drowned and others stranded on trees and house-tops. The Germans lost several guns. The Belgians inflicted losses amounting to 5,000 in the fighting on Friday and Saturday.

British Casualty List.

The British casualties amount altogether to 15,141, made up as follows:—Officers 63 killed, 162 wounded and 230 missing; Men 212 killed, 1,001 wounded and 13,413 missing.

H.M.S. Pathfinder's Casualties.

The casualties among the men of H.M.S. Pathfinder are 4 killed 13 wounded and 243 missing.

More Wanton Destruction.

A message from Ostend says that the Germans have destroyed Dinant by shell fire and incendiary, alleging that shots were fired on them from the heights overlooking the town.

SHANGHAI LOYALTY.

Britishers for the Front.

Britishers in Shanghai propose to raise and equip three hundred mounted men for service in France, and sixty-four have already volunteered. It is proposed to enlist men throughout China and the Malay States and ship them to Calcutta, where they will be equipped and horses purchased if the men are forthcoming. Financial backing will not be wanting. Tael 25,000 have been conditionally promised towards the 100,000 required.

LEGISLATIVE COUNCIL.

Business.

A meeting of the Legislative Council will be held on Friday, September 10, 1915 at 2.30 p.m., when the following will be laid on the table:—

1. Financial Minutes. (Nos. 31 to 33).

2. Resolution under Section 81 of the Rating Ordinances, 1901.

Orders of the Day.

First reading of a Bill intituled An Ordinance to amend the Evidence Ordinance, 1899.

First reading of a Bill intituled An Ordinance to amend the Land Registration Ordinance, 1844.

First reading of a Bill intituled An Ordinance to amend further the Trading with the Enemy Ordinance, 1914, and to effect certain purposes connected therewith.

First reading of a Bill intituled An Ordinance to amend and consolidate the law relating to "Chinese Passenger Ships" as defined by the Chinese Passenger Act, 1855, and concerning Asiatic Emigrants generally.

HARBOUR OFFENCES.

P. O. Edward Wills, charged Chan Ta-ho, before Commander C. W. Brookwith R.N., at the Marine Court this morning, with unlawfully moving about the Harbour during prohibited hours on the 9th inst., and with unlawfully failing to renew the licence of his boat. Defendant was fined \$5 for the first offence and \$2 for the other. Two other boat-people who were charged with the latter offence were fined \$5 each, while Li So boatmaster, who was charged by P.O. Lai Fak, with moving about the harbour during prohibited hours, and with using nets within the Harbour limits, was fined \$5 for both offences.

COMPANY MEETING.

Kinta Association, Ltd.

The annual meeting of this Company was held on September 1, in Messrs F. W. Barker & Co.'s board-room, at Singapore, the Hon. Mr. W. W. Cook presiding. There were also present Messrs W. Lowther Kenn, W. H. Macgregor and J. H. McNaughton.

The minutes were confirmed. The Chairman in moving the adoption of the report and accounts said:—

I shall with your approval, if that is granted as customary, take as read the accounts and report as published.

In the account before you I would call your attention to the fact that the directors have after due deliberation decided to drop the rate of depreciation to 10 per cent. upon plant and machinery and to debit this amount to Profit and Loss Account instead of Mining Account. The rate of depreciation is in itself sufficiently sound but we desired to show up the Mining Account at its true worth, as in the future, if shareholders concur, it may be to their advantage to disburse the earnings in Mining Account without creating a cash reserve against depreciations. On this suggested policy the Board would be glad of an expression of opinion from shareholders, either by those at this meeting, or by absentee, before next year's Accounts have to be dealt with. The other item of importance is the heavy amount to the debit of Profit and Loss Account on account of interest, viz.—\$14,412.18. The debt upon which this is payable are still at the present time the crux of the situation, and upon the liquidation of these depends to a great extent the future of this company into the list of dividend payers.

Our profits on Mining Account for 12 months of the current year, i.e., 1st April to 31st July, 1915 amount to \$20,013.57. From this has to be deducted interest \$4,015.57 and Sundry Expenses \$884.42—\$4,899.99, which have been duly paid and the balance to the good viz.—\$15,113.58 is still chargeable with interest of Directors' and Auditors' fees and depreciation.

These profits have been earned upon the following outputs:—

Out-put.	Long.	Chobok.	Total.
April	190.20	50.40	240.60
May	165	35	200
June	181.66	48	229.66
July	133.75	52	185.75

The "long" outputs may be considered reasonably satisfactory, as a considerable amount of development work has had to be done, the reward of which I hope may be reaped in steady returns of fully 200 pikuls per man per month onwards. The returns from Chobok are disappointing though these will pay their way and a bit to the good. We have not been able to get two monitors to work on this section and the ground is not proving so rich as prospects indicated. The diversion of more water to this section instead of employing it in the lombong would not be advisable just now as there is no assurance that results would be any better than in the "lombong," and there is trouble with the dumping ground, which it will be difficult to overcome until the Government and other land owners in the vicinity complete a scheme now on the tapis (in which we should have to participate at some cost to ourselves) for the satisfactory disposition of tailing. I expect the Chobok output to be maintained in the vicinity of pikuls 50 per man per month, unless the tailings difficulty stops work.

I visited the mine during this month and found things progressing favourably upon the present lines. There is plenty of water just now and the management of the mine by Mr. Brookbank is entirely satisfactory. Our Manager is fully alive to the absolute necessity of keeping working costs at the lowest possible mark. The mine is being worked for about \$6,500 per man per month and the yield may be put at \$10,000 per man per month.

Unfortunately our biggest tributer has struck limestone bottom in his workings on the "lombong" and has had to give up work, as it is inadvisable to allow him to work other areas which might be dealt with more profitably by ourselves. This diminution of royalty is unsatisfactory at the present

SERIOUS CHARGE.

Bad Character Leaves Colony without Pass.

At the Police Court, this morning, before Mr. J. R. Wood, an Indian named Natha Singh, was charged with leaving the Colony without the regulation permit.

Mr. P. P. J. Wodehouse (Deputy Superintendent of Police) prosecuted and explained to the Bench the nature of the charge.

Defendant said he went to Canton on August 4, but he did not know he had to have a pass.

Mr. Wodehouse said that on August 4, the defendant was a watchman at the south face tunnel, employed by the railway. He took a motor car to Taipo and from there got to Canton by walking over the frontier into Chinese territory. Previous to the Ordinance the defendant had assisted a man to escape from the Colony so he must have known that a pass was now necessary. Defendant said he took the train from Taipo to Canton.

Mr. Wodehouse asked for the maximum penalty saying it was the first case in which they could get hold of the man himself. In the opinion of the police the defendant was a man of bad character. A sentence of six months' imprisonment with hard labour was passed.

But it is reasonable to hope that the returns are merely deferred. Against this unsatisfactory feature is the fact that the monitor cutting in a N. E. direction is within a short distance of the best boro of the property, No. 26. The Manager hopes to be through to this within two months. It is a 5 catty to the yard more from surface to 60 feet and may be taken to represent at least the acre of land equal to \$24,000 cubic yards equal to 1,210 pikuls of ore equal to \$50,000. I speak in rough figures. If this boro is varied, and other boro, good and bad, through which we have been recently working have proved reasonably accurate, we should shortly be on the area a couple of months working upon which should largely pay off our more pressing debts.

During the past year the property was reported upon by Mr. Dineen, a mining expert, on the request of our Manager, and his report shows that the Tanjong Aralombong area alone should last as working at the present rate for 22 years and yield 107 per cent. profit in that period.

Mr. Dineen's estimate was on cutting 13,000 yards monthly but despite the varying grades of soil, we have proved that we can do considerably more, which would reduce the period but increase the profits. After this we should still have an excellent water supply and a large area of payable hydraulic land. The account points out to shareholders that the dividend on preference shares is three years in arrears—\$13,000, and you should also be advised that directors' fees for two years authorised by shareholders have not yet been drawn by your Board owing to the shortage of cash.

Mr. McGregor seconded the adoption of the report and accounts.

Mr. McNaughton remarked on the heavy upkeep cost of the pipeline. The Chairman said this was largely accounted for by poor quality timbering. The rather heavy upkeep in this respect would probably go on through this and into half of next year. By the end of that time he hoped it would be all right.

Regarding certain bad debts the Chairman said there were hopes of recovering some of these amounts.

Mr. McNaughton pointed out that last year the United Engineers' charge on the property was \$70,000; this year at \$75,000. Was that a question of accumulated interest?

The Chairman said that was not so. The increase was due to the fact that a certain part of the amount last year appeared under the Ipoh account, but this year it was consolidated into the one charge.

The report and accounts were passed.

Mr. McGregor was re-elected a director and Messrs. Derrick and On auditors.

The meeting then closed.

THE MONEY LENDING CASE.

The Legal View.

This morning in the Supreme Court, the Chief Justice, Sir William Roes Davies, sitting in Summary Jurisdiction, gave judgment in the case in which Sarain Singh, a money-lender, sued a European constable to recover the sum of \$174 being money lent by the plaintiff to the defendant, and \$24 interest from December 24, 1914, at the rate of two per cent. per month.

Mr. J. H. Gardiner appeared for the plaintiff, and Mr. W. E. L. Shenton, of Messrs. Deacon, Lockyer, Deacon and Harton appeared for the defendant.

His Lordship's judgment was as follows:—

I am satisfied of the following facts:—That the loan in respect of which the promissory note was given was negotiated at the Indian Sergeant's quarters, and not, as alleged by the plaintiff, at 8 McGregor Street, his registered address. Further that the loan was carried out by Indian Police Sergeant 48, acting as the agent of the plaintiff, although such agency was not disclosed to the defendant; and I see no reason for disbelieving the defendant's statement, that when he signed the promissory note he believed, at that time, that the loan was between himself and the Indian Police Sergeant, although this fact is not material to the legal issue raised.

I can have no doubt from the other evidence called by the defendant, that other loans were effected with European Police Constables directly on the initiative of L.P.S. 48, and in one case possibly at his express invitation. That each occasion he was acting on behalf of the plaintiff, possibly in conjunction with another Indian Police Constable, the notes being made payable to the plaintiff.

And that the loans were not negotiated at the plaintiff's registered address, and were carried out at places other than the plaintiff's registered address; and in one instance by the plaintiff in a public street.

These facts clearly establish a violation of section 3, l. b. of the Money Lenders Ordinance 1911, which requires a money-lender to carry on business at his registered address and at no other. The language of Lord Loreburn L. C. in Kirkwood v. Gadd 1910 A. C. at p. 424 is directly in point. "If the money-lender employs an agent to frequent markets, or call upon individuals in order to procure borrowers, and thereupon a money-lending transaction, even a single transaction, goes through without the borrower being brought into communication with the registered address till after the transaction is completed, it might amount to carrying on business elsewhere than at his registered address."

And again "The mischief is that this dangerous business may be conducted by persons under false names or a variety of names without the security of an ascertained address, or at places where men may be taken unaware or off their guard." This being the case the transaction is illegal and the plaintiff cannot maintain his action on the note.

I may observe that this case is, I think, more conclusive than the case of Staffordshire Financial Company v. Hunt, 1907 W. N. 258, which was cited on defendant's behalf. In that case at the time of the negotiation of the loan the identity and address of the lender were disclosed, which, if I accept the defendant's evidence, as I have done, was not so in this case.

I give judgment for defendant. Mr. Shenton applied for costs. Mr. Gardiner:—I object to costs. I would ask your Lordship not to allow costs. I think this is a case where your Lordship should exercise your discretion and that discretion should be used in favour of the plaintiff.

His Lordship:—I don't see any reason for departing from the usual course that the costs should follow the event. I should like to express no opinion as to the conduct of the European constables; I have merely to decide the law as I find it, but whether as a matter of honour between this man and himself they may wish to make good their debt, is a matter for themselves. As far as

DAIRY FARM NEWS.

FISH

WE HAVE RECEIVED A NEW SHIPMENT OF SELECTED

FILLET HADDOCKS

AND

KIPPERS.

POLICE RESERVE ORDERS.

Police Reserve Orders issued to-day by Mr. F. C. Jenkin, D.S.P. (Reserve) state:—

Parades.
(Central Police Station 6 p.m.)
Friday, September 10.—All ranks, in uniform, with helmets. Fall in at 5.50 p.m. sharp. Only Patrol men and medically unfit are exempt.

Monday, September 13.—Indian Recruits under Sergeant-Major for Rifle Exercises. Indian Platoon under own Commander.

Tuesday, September 14.—All Chinese Recruits for Rifle Exercises under Chief Inspector. So far as possible, all fixtures, such as Lectures, Practices, etc. should be cancelled in favour of any Combined Parade. The 8.50 p.m. Patrol men, although exempt, should also endeavour to attend.

Patrols.
Friday, September 10:—
5.50 p.m. One N. O. Officer and seven P. Cs. to be detailed by Inspector D'Almeida.

8.50 p.m. One N. O. Officer and seven P. Cs. to be detailed by Acting-Inspector J. M. Wong. The Chief Inspector will visit.

Saturday, September 11:—
5.50 p.m. Crown-Sergeant Langley and seven P. Cs. to be detailed by Crown-Sergeant Sirdar Khan.

8.50 p.m. One N. O. Officer and seven P. Cs. to be detailed by Inspector D'Almeida.

Patrol men unable to attend are made strictly responsible for providing substitute and for advising the D. S. P. thereof.

Joined.
The following have joined:—
F. Gonzalez, F. B. P. Silva and W. A. Hyder.

Police Reserve Ambulance.
Until further orders, Dr. Thomas will lecture at the Magistracy every Monday at 5.30 p.m. Only those who have joined or have transferred to the Ambulance Corps can attend. Absentees must leave from these lectures must be immediately reported to Acting-Inspector J. M. Wong.

Uniform Regulations.
On all parades and duties when in uniform, Inspectors and Acting Inspectors will carry walking sticks.

Footwear: The British Company will wear white boots on parade. Other Companies will wear either white or black boots at the discretion of the O. C. Companies, who must issue orders accordingly, and not leave it to the decision of the individual.

Discipline.
A number of men were absent without leave from the Parade of the British and Portuguese Companies on Wednesday, September 8. The names of the absentees are to be immediately furnished by Platoon Commanders to the D. S. P.

The actual matter is concerned I have to deal with the law.

Mr. Shenton:—I ask your Lordship to direct that the promissory note be cancelled.

His Lordship:—Is that necessary? Mr. Shenton:—It would in the ordinary way be handed back to the plaintiff and it might be made the subject of another subsequent proceedings.

His Lordship:—I don't think I have power.

Mr. Shenton:—Then I would ask that the note be ordered to remain in court.

An order was consequently made retaining the promissory note in the custody of the court.

TELEGRAMS.

THE PANAMA CANAL.

BLOCKED BY LAND SLIDES.

(Reuter's Service To The "Telegraph.")
Lima, Peruvia, September 9.
The Panama Canal which has been much obstructed lately, owing to land-slides, is now completely blocked. Thirty ships are held up. Simultaneously with this news has been received of a violent earthquake at San Salvador in Guatemala.

YARN MARKET.

Messrs. Polakowski and Kotwall in their report state:—

Since the despatch of our last report per a. Novara on the 27th ultimo, our market has made a further recovery, both in value and in the volume of business transacted.

The recovery in "Twelves" specially has been more substantial and rapid, the advance reaching in some instances as much as six dollars a bale. This is doubtless due to the fact that this count has ruled relatively low for some time past.

All round, prices have advanced in the past fortnight from two to six dollars (the latter figure referring to "Twelves" only) while the sales from first hands reach a total of 11,000 bales, including sales made to arrive.

A heavy advance in cotton is cabled from Bombay, which fact carried great weight with the local dealers and mainly influenced them to enter the market as they did.

At the close the tone is steady. Total sales 11,000 bales. Unsold and undelivered in the godowns 51,000 bales.

Arrivals:—The mail steamer Sardinia and extra Steamers Iyo Maru and Nore from Bombay, have brought in 13,373 bales for Hongkong, and 12,551 bales for Shanghai. Shipments from Hongkong to Shanghai, coastports etc. 1,500 bales.

Shanghai:—Prices at this port have also advanced with good business passing.

Japanese Yarn.—Sales as follows: 700 bales Seta No. 10 at \$98 to 101, 200 bales Seta No. 20 at 131, 500 bales Yellow Jose No. 20 at \$119 to \$121.

Raw cotton.—No sales, in Bengal or Chinese. Quotation. Bengal at \$18 to 22 Chinese at \$22 to 27 per picul.

TO-DAY'S

ADVERTISEMENTS.

PUBLIC AUCTION.

THE Undersigned has received instruction from the Mortgagee to sell by Public Auction on WEDNESDAY, the 15th September, 1915, commencing at 4 p.m. at his Sales Rooms Duddell Street. A Very Fine Piece of Red Coral.

On view from Tuesday, the 14th inst.

Terms:—Cash on delivery. GEO. P. LAMBERT, Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on FRIDAY, the 17th September, 1915, commencing at 2.30 p.m. at "Beaconsfield" Battery Path.

A Quantity of Valuable Household Furniture.

On view from Thursday, the 16th inst.

Catalogue will be issued. Terms:—Cash on delivery. GEO. P. LAMBERT, Auctioneer.

FASHIONS AND QUALITY IN SEASONABLE APPAREL

SHIRTS

SOCKS

TIES

PYJAMAS

HATS

UNDERWEAR



You are welcome to inspect without importunity to purchase.

MACKINTOSH & CO. LTD.
MEN'S WEAR SPECIALISTS
16 DES VŒUX ROAD.

WM. POWELL, LTD.

TELEPHONE 340.

THE LATEST AND BEST

DRESS SUITINGS

EXCLUSIVE STYLE, FIT AND FINISH.

Prices Always Moderate For THE BEST.

J. ULLMANN & Co.

ALL KINDS OF JEWELLERY, WATCHES, BINOCULARS, ETC.

EXQUISITE DESIGNS FULLY GUARANTEED BEST MAKE

Special Bargains in Gold Pocket WATCHES.



COLUMBIA

RECORDS

6880	"A LITTLE BIT OF GREEN—" "WHEN I DREAM OF OLD ERIN"	Duets
6878	"ON THE ISLAND OF PINES"	
6873	"ON THE SHORES OF ITALY"	Harry Champion
6867	"A LITTLE BIT OF GUMBER" "MY OLD IRON CROSS"	Kings Military Band
6820	"HERE WE ARE AGAIN" "NOW, ARE WE ALL HERE"	Kirby Lattimer
6813	"HERE WE ARE AGAIN" "THE FLAG THAT NEVER COMES DOWN" "LANDING OF THE BRITISH TROOPS IN FRANCE"	Kings Mill Band

CALL OR PHONE 1322

THE ANDERSON MUSIC CO., LTD.
6, DES VŒUX ROAD.

A KINGLY DRINK WITH A KINGLY TITLE



"The Top Notch of Scotch."
The Distillers Company Ltd.
EDINBURGH.

CANDE, PRICE & CO. LTD.
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8, Queen's Road Central, Hongkong.

Tel. No. 135.

SHIPPING

THOS. COOK & SON,
Tourist, Steamship and Forwarding Agents,
Bankers, &c.Head Office for the Far East:—16, DES VCEUX ROAD, HONG-
KONG. SHANGHAI: 2-3, Foochow Road. YOKOHAMA:
32, Water Street. MANILA: Manila Hotel.TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP
LINES and TRANS-SIBERIAN RAILWAY.TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and
CASHED.Cook's "FAR EASTERN TRAVELLER'S GAZETTE" con-
taining sailings and fares from the Far East to all parts of the
World, will be forwarded free, on application.
Chief Office:—LUDGATE CIRCUS, LONDON, E.C.**THE AUSTRALIAN
ORIENTAL LINE**HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS
SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Sail Hongkong for Australia.
TAIYUAN	20th Sept.	24th Sept.

These steamers are fitted with Refrigerating machinery, ensuring
a plentiful supply of ice, fresh provisions etc., and have superior
accommodation with Electric Light throughout and Electric Fans in
the State-rooms. A duly qualified Doctor is carried. Reduced Fares.
Cargo booked through for all Australian, New Zealand and Tas-
manian ports.

For Freight or Passage apply to

Butterfield & Swire.

Telephone No. 93.

BRITISH INDIA S. N. CO., LTD.
APCAR LINE.Regular Service Between
CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

WESTWARD

The S.S. "Japan," tons 5,389, Capt. Munro, will be des-
patched for Singapore, Penang, Rangoon and Calcutta onThe S.S. "Japan," tons 5,389, Capt. Seddon, will be despatched
as above on the 15th September.The above steamers have excellent saloon accommodations for
passengers and are fitted with all modern conveniences and carry a
duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.
Agents.

Hongkong, Aug. 31, 1915.

**HONGKONG, CANTON, MACAO & WEST
RIVER STEAMERS.**JOINT SERVICE OF THE HONGKONG, CANTON and MACAO
STEAMSHIP CO., Ltd. and CHINA NAVIGATION CO., Ltd.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. | CANTON TO HONGKONG.
THURSDAY, 9th SEPTEMBER.

10.00 p.m. Kinshan. | 5.00 p.m. Fatshan.

FRIDAY, 10th SEPTEMBER.

8.00 a.m. Heungshan. | 8.00 a.m. Honam.
10.00 p.m. Fatshan. | 5.00 p.m. Kinshan.

Single Fare by Night Steamer.....	\$ 6.00
Return Fare by Night Steamer (also for Return by Day Steamer).....	10.00
Single Fare by Day Steamer.....	4.00
Return Fare by Day Steamer.....	8.00

HONGKONG-MACAO LINE.

s.s. Sul Tai, Tons 1651. | s.s. Tai Shan, Tons 2006.
HONGKONG TO MACAO.Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok
Street Wharf. Sundays at 9 a.m. and 1 p.m. from the Company's
Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. & 2 p.m. Sundays at 7.30 a.m. & 3 p.m.

EXCURSION TO MACAO.

SUNDAY, 12th SEPTEMBER.

The Company's Steamship **TAISHAN**
will depart from the COMPANY'S WING LOK STREET WHARF
at 9 a.m. and return from Macao at 3 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday at 7.30
a.m. and from Hongkong at 1 p.m. from the Company's Wing Lok Street Wharf.
REDUCED FARES 2nd CLASS and DECK.

CANTON-MACAO LINE.

s.s. SUI AN.

Departures from Macao to Canton on Monday, Wednesday and Friday at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday at 4.30 p.m.JOINT SERVICE OF THE HONGKONG, CANTON and
MACAO STEAMSHIP CO., LTD., THE CHINA
NAVIGATION CO., LTD., and THE INDO-CHINA
STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

s.s. Salmag, 588 tons and s.s. Nanning, 489 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednes-
day and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the
same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to
Hongkong or vice versa by the Company's direct Steamers **LINTAN** and **SANUI**.
These vessels have superior Cabin accommodation and are lighted throughout by
electricity. Electric fan in each Cabin.Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—HONGKONG, CANTON & MACAO STEAMSHIP CO., LTD.
HOTEL MANSIONS (First Floor),
Opposite the Blake Pier.

SHIPPING

NIPPON YUSEN KAISHA

THE JAPAN MAIL-STEAMSHIP CO.

Projected Sailings from Hongkong—

Destination.	Subject to Alteration	Steamers.	Sailing Date
MARSEILLES AND LONDON, via Singapore, Penang, Colombo, Suez & Port Said		Saiuta Maru Capt. T. Sato Yasaka Maru Capt. Yamawaki	T. 16,000 {THURS., 9th Sept., at noon. T. 21,000 {THURS., 23rd Sept., at noon.

VICTORIA, B.O., and SEATTLE via Keelung, Shang- hai, Moji, Kobe, Yokohama, and Yokohama		Tamba Maru Capt. Nagasawa	T. 12,500 {TUES., 21st Sept., at 4 p.m.
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SYDNEY & MEL- BOURNE, via Manila, Thurs- day Island, and Townsville and Brisbane		Tango Maru Capt. Sveda Nikko Maru Capt. Takoda	T. 13,500 {WED., 15th Sept., at 4 p.m. T. 9,000 {FRI., 15th Oct., at 4 p.m.
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CALCUTTA via Singapore, Penang & Rangoon			
BOMBAY via Singa- pore, Malacca and Colombo			

SHANGHAI, Moji and Kobe		Jinsen Maru Capt. Ohta	T. 8,000 {WEDNESDAY, 15th Sept.
SHANGHAI, Kobe and Yokohama		Ceylon Maru Capt. Fujita	T. 10,000 {SUNDAY, 12th Sept.
NAGASAKI, Kobe & Yokohama		Nikko Maru Capt. Takoda	T. 9,600 {SUN., 12th Sept., at 10 a.m.
SHANGHAI, Kobe and Yokohama		Kitano Maru Capt. Cope	T. 16,000 {THURS., 9th Sept., at 10 a.m.

Fitted with wireless telegraphy.

SOME PRINCIPAL FARES.

To London 1st Single Yen 600.	To Marseilles 1st Single Yen 550.—
" " Return " 900.	" " Return " 825.—
" " 2nd Single " 400.	" " 2nd Single " 360.—
" " Return " 605.	" " Return " 550.—

To London, Southampton, Liverpool via New York £60.13.0	
" " " " Montreal £80.3.0	

To Victoria, Vancouver, Seattle, 1st Single £25.	
" " " " 1st Return £7.10/—	

To Sydney, 1st Single £40.	To Melbourne 1st Single £41.
" " 1st Return £72.	" " 1st Return £73.16/—

To Yokohama, 1st Return \$150.	To Kobe 1st Return \$135.
" " 2nd " \$ 90.	" " 2nd " \$ 83.

Round-the-World, Yen 1,045.

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

**CHINA NAVIGATION
CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
W'WEE, C'FOO & T'SIN	Kueichow	11th Sept. at 4 p.m.
SHANGHAI	Luchow	12th Sept. at 4 p.m.
MANILA, CEBU & ILOILO	Tean	14th Sept. at 4 p.m.
SHANGHAI	Yingchow	14th Sept. at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI."

MANILA LINE.—Twin Screw Steamers "Chitabua," "Taming,"
and "Tean." Excellent saloon accommodation, electric
fans fitted; extra staterooms on deck aft on "Taming" & "Tean."**SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.**
S.S. "Anhui," "Chenan," "Liangchow," "Luchow," "Ying-
chow," and "Sinkiang," with excellent accommodation, electric
light and fans in Saloon and State-rooms; maintain a regular
schedule service between Canton, Hongkong and Shanghai, leaving
Hongkong for Shanghai direct every Tuesday, Thursday and
Sunday, taking cargo on through Bills of Lading to all Yangtze and
Northern China Ports. Passengers are landed in Shanghai, avoid-
ing the inconvenience of transshipment at Woosung.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.
Agents.
Telephone No. 36.
Hongkong 9th September, 1915.

SHIPPING

**JAVA-CHINA-JAPAN
LIJN.**Regular Fortnightly Service between
JAVA CHINA and JAPAN.

Steamer	From	Expected on or about	To	Will leave on or about
Tjilawong	JAVA	in port	JAPAN	14th Sept.
Tjilawong	JAVA	in port	JAPAN	14th Sept.
Tjilawong	JAVA	in port	JAPAN	14th Sept.
Tjilawong	JAVA	in port	JAPAN	14th Sept.
Tjilawong	JAVA	in port	JAPAN	14th Sept.
Tjilawong	JAVA	in port	JAPAN	14th Sept.
Tjilawong	JAVA	in port	JAPAN	14th Sept.
Tjilawong	JAVA	in port	JAPAN	14th Sept.
Tjilawong	JAVA	in port	JAPAN	14th Sept.
Tjilawong	JAVA	in port	JAPAN	14th Sept.

x Wireless Telegraphy.

The steamers are all fitted throughout with electric light and
have accommodation for a limited number of saloon-passengers. All
steamers carry a duly qualified surgeon. Cargo taken at through
rates to all ports in Netherlands-India and Australia.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574

York Building.

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TOYO KISEN KAISHA

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed	Leaves Hongkong
Tenyo Maru	22,000 - 21 knots	Tuesday, 14th Sept., at noon.
Nippon Maru	22,000 - 18 knots	23rd Sept., at 10.30 a.m.
Shinyo Maru	22,000 - 21 knots	12th Oct., at noon.
Chiyo Maru	22,000 - 21 knots	9th Nov., at noon.

First Class to London.....	£71.10.	Return (6 months) £120.
First Class to New York.....	£50.	" " £96.10.
" " " San Francisco £45.	" " "	" " £68.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSION-
ARIES etc.
ROUNDED THE WORLD Tickets issued in Connection with all the Principal
Mail Lines and the Trans-Siberian Railway.
Passengers may travel by Railway between ports of call in Japan free of
charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, LOS ANGELES, SALINA CRUZ,
PANAMA, CALLAO, IQUIQUE and VALPARAISO. THENCE BY TRANS-
ANDERSON ROUTE TO BUENOS AIRES, ETC.

Anyo Maru 18,500 - 18 knots Friday, 10th Sept. at noon.

For Full Particulars as to Passage & Freight, apply to

K. DOI, Acting Agent.

Telephone No. 291

KING'S BUILDINGS.

**THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.**

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
St. Albans	17th Sept. 11 a.m.	
Empire	21st Sept.	13th Oct.
Eastern	8th Oct.	2nd Nov.
Aldenhams	29th Oct.	22nd Nov.

The above Steamers are fitted with Refrigerating Machinery, ensuring
a plentiful supply of ice, fresh provisions, etc., and are
lighted throughout with Electricity. All State-Rooms have Electric
Fans. A duly qualified Doctor and Stewards are carried.

For further particulars, apply to

Gibb, Livingston & Co.

Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the
Coast, having splendid Accommodation for First-Class Passengers.
Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving
Haitan	J. W. Evans	FRI. 10th Sept. at 3.00 p.m.
Haimun	A. H. Stewart	TUES. 14th Sept. at 3.00 p.m.

Steamers will arrive at and depart from the Co.'s Wharf near
Blake Pier.

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

LOG BOOK.

New American Steamship Co.
On the 6th of the month of
the withdrawal of the
Pacific Mail S.S. Co., the Ameri-
can Hawaiian Steamship Co. is
now reported to have announced
the opening of an Oriental service.
The American-Hawaiian Steam-
ship Co. has its Head Office at
New York, and maintains a
steamer service between New
York, Panama, San Francisco, Los
Angeles, Tacoma, Seattle, and
New Orleans, having 28 vessels
of over 4,000 tons with aggregate
tonnage of 177,000. The s.s.
T. xan, Kentucky, Columbia,
Arizona, Alaska, Nebraska,
California, American, etc., are
included in its fleet. It de-
serves special mention that the
P. M. S. Co., the Atlantic Trans-
port Co., by whom several of the
P. M. steamers have been pur-
chased, and also the A. H. S. S.
Co. are all operated under Mr.
Morgan's support, direct or in-
direct.Strong Appeal for Historic
Hospital.The Seamen's Hospital at
Greenwich is not in any sense a
local institution—its doors are
always wide open, not merely to
the sailor trading to and from
the Port of London, but to every
man of our vast merchant navy
from every port, both in the
United Kingdom and the British
Empire—indeed of the world—
and I am now venturing to ask
for the opportunity of making
known through your columns to
a more than generous public the
special and pressing needs
of an institution which, for
three generations has cared for
the welfare of sick and injured
seamen of the mercantile marine.
The Earl of Devonport, chairman
of the Port of London
Authority in a letter to the World,
asking for support for this in-
stitution. "The naval side of this
devastating war, with the German
High Seas Fleet in retirement has
so far as our enemy is concerned,
been mainly directed by piratical
and dastardly methods against
our unarmed, defenceless mer-
chant navy. But whatever the
risk, the gallant seamen who
man it have never been deter-
red for one moment from follow-
ing their calling and keeping the
flag flying. In addition to those
who sail under the Red Ensign on
the trade routes to and from all
parts of the Empire and of the
world, thousands, indeed, tens of
thousands of brave sailormen have
volunteered and are serving on
fleet auxiliaries under the White
Ensign of the Royal Navy. In
the midst of danger and always
exposed to peril on every hand,
whether as mine-sweepers, on
transport service, patrol work, or
in whatever capacity it may be,
they have aroused throughout the
country a feeling of intense ad-
miration for their courage and
devotion to duty in such hazar-
dous times.

\$150,000 Wanted.

The efforts of the Seamen's
Hospital to meet the expanding
demands on the space and skilled
staff are much restricted at this
all-important juncture by a lack
of funds and the increasing strain
makes an appeal for generous
support from the public, at this
moment, justifiable and necessary.
To enable the hospital to grapple
efficiently and expeditiously with
imperative needs its capacity of
300 beds requires to be largely
extended; isolation wards are
altogether lacking; the X Ray and
electrical equipment is out of date
and requires modernizing; the
nursing staff is sadly cramped for
want of enlarged accommodation.
A special appeal committee,
influential and representative, is
working to secure the means to
achieve the objects we have in
view. I have been requested to
act as the chairman. To under-
take all that is necessary we re-
quire not less than \$150,000, a
large sum to raise with so many
competing claims, but recogniz-
ing, as I am confident we all do,
our indebtedness to the gallant
merchant seamen for maintaining
our trade and commerce on the
seas and the perils they run in so
doing, I ask with confidence for
such a measure of support from
the Empire as will make this
appeal a success. I shall be glad
to receive contributions in aid of
the appeal fund at 41, Grosvenor
Place S.W.Cysters, Fresh, Fried or Stewed
Friedon Haddock, Kippers, &c.,
ALEXANDRA CAFE.

SHIPPING

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—(Subject to Alteration).)

For	Steamship	On
MOJI & Kobe	Yatsing	Sat. 11th Sept. at d'light
MANILA	Loongsang	Sat. 11th Sept. at 3 p.m.
SHANGHAI	Wingsang	Sun. 12th Sept. at d'light
HOIHOW & Haiphong	Loksang	Sun. 12th Sept. at d'light
SHANGHAI	Wosang	Tues. 14th Sept. at d'light
SHANGHAI, Kobe & Moji	Fooksang	Tues. 14th Sept. at noon
SANDAKAN	Mausang	Thurs. 16th Sept. at noon
MANILA	Yuensang	Sat. 18th Sept. at 3 p.m.
Kobe & Moji	Kumsang	Sun. 19th Sept. at d'light
SANDAKAN	Hinsang	Tues. 21st Sept. at noon

Return Tours to Japan.

The steamers "Kumsang," "Namsang," and "Fooksang," leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatsing" and "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji, and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried. Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light. Taking cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei, San Francisco via S'hai & Japan etc. Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawau, Usukan, Jesselton and Labuan. For Freight or Passage, Apply to JARDINE, MATHESON & CO., LTD. Telephone No. 215. General Managers.

VESSELS LOADING.

EUROPEAN PORTS.

Destination	Vessel's Name	For Freight Apply To	To be Despatched
London via Usual Ports of Call	Sardinia	P. & O.	10, Sept.
London	Bloemfontein	B. L. L.	17, Sept.
London	Nankin	P. & O.	24, Sept.
London, B'bay via Usual P. of Call	Merchire	I. M. Co.	2, Oct.
London	Paul Cecat	M. M.	2, Oct.

NEW YORK, SAN FRANCISCO AND CANADA.

Mexican, Peruvian and Chile	Anyo M.	T. K. K.	10, Sept.
Ports via Japan	Monteagle	C. P. R.	11, Sept.
Vancouver via S'hai, Japan & Co.	Canada M.	O. S. K.	13, Sept.
Via, & T'as via M'ia, K'ling & Co.	M. Castle	D. & Co.	14, Sept.
New York via Panama Canal	Tenyo M.	T. K. K.	14, Sept.
San Francisco via S'hai & Japan etc.	Ukai M.	J. M. Co.	20, Sept.
Vancouver and Seattle	Nippon M.	T. K. K.	28, Sept.
San Francisco via S'hai & Japan etc.	Mongolia	J. M. Co.	30, Sept.
San Francisco via S'hai & Japan etc.	Indrakula	P. M. Co.	B. of Oct.
San Francisco via S'hai & Japan etc.	Persia	P. M. Co.	19, Oct.
San Francisco via S'hai & Japan etc.	Persia	P. M. Co.	4, Jan.

AUSTRALIA.

Australian Ports via Manila	Tango M.	N. Y. K.	14, Sept.
Australian Ports via Manila	St. Albans	G. L. Co.	17, Sept.
Australian Ports via Manila	Taiyuan	B. & S.	24, Sept.

SINGAPORE, COAST PORTS AND JAPAN.

Kobe and Moji	Yatsing	J. M. Co.	11, Sept.
Moji, Kobe and Yokohama	Banri M.	N. Y. K.	11, Sept.
Manila	Loongsang	J. M. Co.	11, Sept.
Nagasaki, Kobe and Yokohama	Nikko M.	N. Y. K.	12, Sept.
Japan	Tjiliwong	J.C.J. L.	12, Sept.
Shanghai	Luohow	B. & S.	12, Sept.
Shanghai	Nankin	P. & O.	12, Sept.
Shanghai	Loksang	J. M. Co.	12, Sept.
Hoihow and Haiphong	Kirin M.	N. Y. K.	13, Sept.
B'bay, via S'pore, Malacca & C'bo	Wosang	J. M. Co.	14, Sept.
Shanghai	Teon	B. & S.	14, Sept.
Manila, Cebu and Nollu	Tjiondani	J.C.J. L.	14, Sept.
Japan	Yingchow	B. & S.	14, Sept.
Shanghai, Moji & Kobe	Jinsen M.	N. Y. K.	15, Sept.
Shanghai	Tjitaroom	J.C.J. L.	15, Sept.
Anping, Takao via S'tow & Amoy	Ottowa M.	O. S. K.	15, Sept.
Sandakan	Mausang	J. M. Co.	16, Sept.
Anping & Takao via Swatow	Sosha Maru	O. S. K.	18, Sept.
and Amoy	Hinsang	J. M. Co.	21, Sept.
Sandakan	Malta	P. & O.	24, Sept.
Shanghai	Salamis	B. L. L.	28, Sept.
Mauritius and South African	Hakata M.	N. Y. K.	2, Oct.
Ports	Tjionas	J.C.J. L.	Q. desp.
S'pore, Pang, R'gon & Calcutta	Tjibodas	J.C.J. L.	Q. desp.
Shanghai			

TO SAIL

FOR BOSTON & NEW YORK VIA SUEZ CANAL.

The s.s. "INDRAKUALA"

will be despatched for the above ports about the beginning of October.

For freight, passage and further particulars, apply to

JARDINE, MATHESON & Co., Ltd.
Agents.

Hongkong, 2nd September, 1915.

MOVEMENTS OF STEAMERS.

AMERICAN MAIL.

The P. M. s.s. "MONGOLIA" sails from Hongkong on Thursday, September 30, at 1 p.m.

ENGLISH MAIL.

The P. & O. s.s. "NANKIN" left Singapore for this Port on the 7th instant at morning with the outward English Mail, and is due here on the 12th instant at about 7 a.m.

MERCHANT STEAMERS.

The s.s. "GLENLOCH" is expected to arrive here from London on Saturday, 11th instant.

VESSELS IN PORT.

Steamers.

Trigona, Dut. s.s. 1054, J. Vilgeboom, 31st Aug.—Shanghai, 27th Aug. Ballast—A. P. & Co.	
Prism, Br. s.s. 2405, W. Black, 1st Sept.—Moke, 27th Aug. Gen.—B. & S. N. & Co.	
Trithof, Norw. s.s. 871, Y. Christensen, 2nd Sept.—Bangkok, 26th Aug. Gen.—Swatow, 1st Inst. Ballast—B. & S.	
Yunnan, Br. s.s. 1206, Robertson, 2nd Inst.—Swatow, 1st Inst. Ballast—B. & S.	
Tungshan, Br. s.s. 2267, G. W. Muir, 3rd Inst.—Chingwang, 47th Aug. Coal—D. & Co.	
Telemachus, Br. s.s. 2185, A. Fraser, 5th Sept.—Saigon, 31st ult. Gen.—Order.	
Monteagle, Br. s.s. 2053, F. L. Davidson, 5th Inst.—Vancouver, 8th ult. Gen.—C.P.R.	
Haimun, Br. s.s. 641, A. H. Stewart, 5th Inst.—Swatow, 4th Inst. General—D. L. & Co.	
Drufar, Norw. s.s. 1193, J. Ring, 5th Sept.—Swatow, 4th Sept. Gen.—C.S. S.N. Co.	
Tenyo Maru, Jap. s.s. 13398, S. Togo, 4th Inst.—San Francisco, 13th Aug. Gen.—T.K.K.	
Yeobigo Maru, Jap. s.s. 1654, K. Aoyama, 5th Inst.—Hongkong, 3rd Inst. Coal—Chinese.	
Standard, Norw. s.s. 1461, O. Johansen, 5th Inst.—Saigon, 2nd Inst. Gen.—D. L. & Co.	
Loongsang, Br. s.s. 1083, Leest, 7th Inst.—M'ania, Gen.—J. M. & Co.	
Anna, Norw. s.s. 1017, A. Arutim, 8th Inst.—Bangkok, 1st Inst. Rice—T. & Co.	
Nord, Br. s.s. 1459, W. Flieger, 7th Inst.—Takao, 5th Inst. Case oil—A. P. & Co.	
Wosang, Br. s.s. 1127, Smith, 7th Sept.—Dairen, 2nd Sept. Beans—J. M. & Co.	
Glenloch, Br. s.s. 2399, W. McGlin, 7th Inst.—Rangoon, 1st Inst. Gen.—Chinese.	
Yatsing, Br. s.s. 1444, R. J. Anderson, 8th Inst.—Singapore, Gen.—J. M. & Co.	
Sardinia, Br. s.s. 1443, J. T. Jeffery, 8th Inst.—Shanghai, 5th Sept. Gen.—E. & O. S. N. Co.	
Luohow, Br. s.s. 1221, Davies, 8th Sept.—Shanghai, 5th Sept. Gen.—B. & S.	
Kitano Maru, Jap. s.s. 2350, F. E. Cape, 8th Sept.—London, 1st ult. Gen.—N.Y.K.	
Bendeli, Br. s.s. 2508, Tough, 8th Sept.—Singapore, 2nd Inst. Gen.—G.L. Co.	
Mausang, Br. s.s. 1643, G. H. Alcock, 8th Inst.—Saigon, 3rd Inst. Gen.—J. M. & Co.	
Chofu Maru, Jap. s.s. 1953, O. Orr, 8th Inst.—Hongkong, 5th Inst. Coal—J. M. & Co.	
Hangchow, Br. s.s. 999, Mathias, 8th Inst.—Kobe, 5th Inst. Coal—B. & S.	
Haitan, Br. s.s. 1183, J. W. Egan, 8th Sept.—Swatow, 7th Sept. Gen.—D. L. & Co.	

TO SAIL.

FOR VANCOUVER AND SEATTLE.

The Steamship

"UNKAI MARU"

will be despatched on or about the 20th September.

For freight please apply to

JARDINE, MATHESON & Co., Ltd.
Agents.

Hongkong, 1st Sept., 1915.

TO SAIL

REDUCED FIRST CLASS FARES.

GREAT NORTHERN STEAMSHIP COMPANY.
s.s. "MINNESOTA" (CAPT. T. W. GARLOCK).
Capacity 28,000 Tons. 27,500 Tons Gross Register. Length 680 Feet. Beam 73½ Feet.
EQUIPPED WITH WIRELESS TELEGRAPHY.
Sails from Nagasaki
7th September, 1915.
For SEATTLE via MANILA, NAGASAKI, INLANDSEA, KOBÉ & YOKOHAMA.

Hongkong, Manila & Shanghai to Seattle or San Francisco	636
Round Trip Tickets (Good for Six Months)	54
Nagasaki to Seattle or San Francisco	33
Round Trip Tickets (Good for Six Months)	49.10
Kobe and Yokohama to Seattle or San Francisco	31
Round Trip Tickets (Good for Six Months)	45.10
Manila, Hongkong, Shanghai or Japan Ports of call to London and Return (Six Months)	65
Manila, Hongkong, Shanghai or Japan Ports of call to London and Return (Six Months)	109
Manila, Hongkong, Shanghai or Japan Ports of call to London and Return (Six Months)	114
Reduced rates to all points in the United States, Canada, and Europe.	
Luxurious Passenger Accommodation—Suites and State-rooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephones, etc.	
DIRECT connection at Seattle with Great Northern and Northern Pacific Railways for all points in the United States, Canada and Europe.	
Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.	
Special rates to Missionaries, and their families.	
For full information regarding freight and passage apply to	
NIPPON YUSEN KAISHA, Agents, Prince's Building.	

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sails.
LONDON & LEITH	Bloemfontein	17th September.
LONDON	City of Hankow	8th October.

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.
General Agents.



DOLLAR STEAMSHIP LINE.

PROPOSED SAILING FOR VANCOUVER AND PUGET SOUND PORTS OVERLAND FREIGHT VIA GREAT NORTHERN RAILWAY.

The s.s. "ROBERT DOLLAR"

Captain R. L. Morton,
On the berth on or about 24th Sept.

For Freight Rates and space apply to

THE ROBERT DOLLAR CO.
3, Queen's Building,
V. M. SMITH, Manager.

Phone 792

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LTD.
Agents.

Telephone No. 215.

THE TAIKOO DOCKYARD & ENGINEERING Co. OF HONGKONG, Ltd.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS, FORGE-MASTERS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL ELECTRICAL & MECHANICAL ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

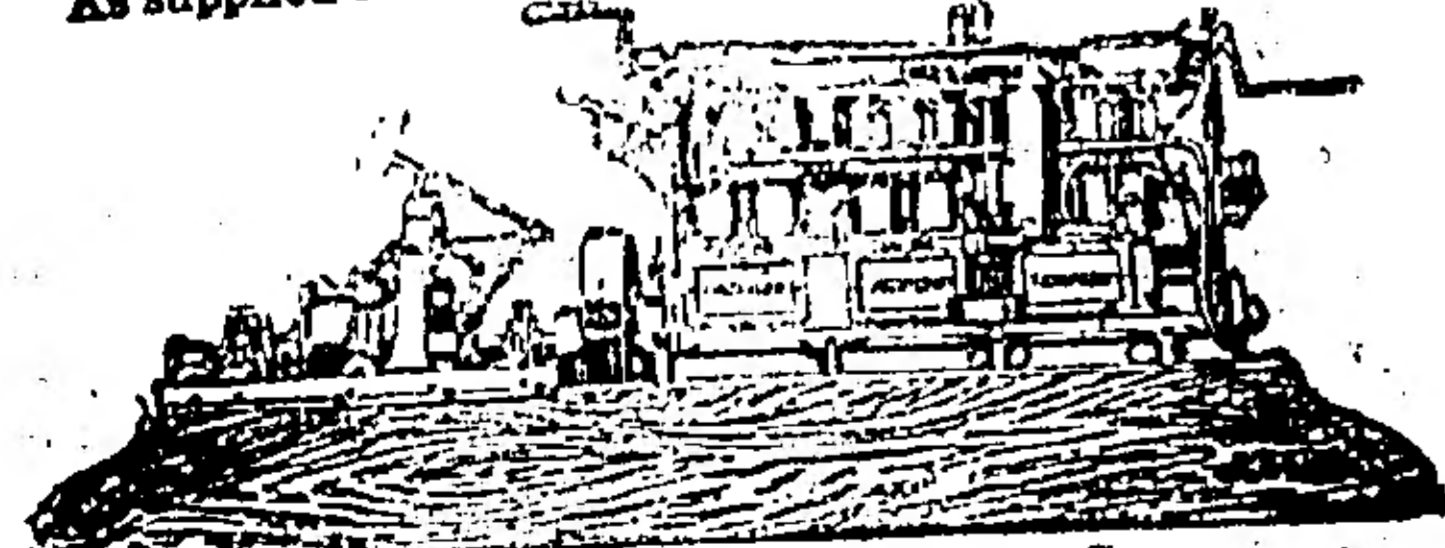
GRAVING DOCK 787 x 88 x 34 ft.

Pumps empty Dock in 2-3/4 hours.
THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-HEAD CRANE throughout the Shops ranging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS for—JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2
150 B. H. P.
As supplied to the British Admiralty & War Office.



O.G. type Motor and Reserve Gear.

B.H.P. Paraffin 70 Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING AND LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager.

11 a.m. to 12 noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN, AGENTS.

Telegraphic Address—"TAIKOO DOCK."

TELEPHONE No. 47.

HONGKONG & WHAMPOA DOCK CO., LTD.

ADDRESS: "MANIFESTO" HONGKONG.
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Codes Used: A.B.C. Fifth Edition; Engineering, First and Second Edition; Western Union and Watkinson and Land Engineers, Boiler Makers.

Dock Owners, Ship Builders, Marine Engineers, Electricians.

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ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained workmen under expert European supervision.

All classes of light Steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—				
NAME OF DOCK OR SLIP	DEPTH OF DOCK OR SLIP In Fathoms	ENTRANCE HEADS	DEPTH OVER	WIDE OF TIDE
			WIDE OF ORDINARY SPRING TIDES	SPRINGS HEADS
KOWLOON				
No. 1 Dock, Kowloon	100	54' 6" 52' 6" (bottom)	11' 6"	11' 6"
No. 2 Dock, Kowloon	110	54'	11' 6"	11' 6"
No. 3 Dock, Kowloon	120	54'	11' 6"	11' 6"
No. 4 Dock, Kowloon	130	54'	11' 6"	11' 6"
No. 5 Dock, Kowloon	140	54'	11' 6"	11' 6"
No. 6 Dock, Kowloon	150	54'	11' 6"	11' 6"
No. 7 Dock, Kowloon	160	54'	11' 6"	11' 6"
No. 8 Dock, Kowloon	170	54'	11' 6"	11' 6"
No. 9 Dock, Kowloon	180	54'	11' 6"	11' 6"
No. 10 Dock, Kowloon	190	54'	11' 6"	11' 6"
No. 11 Dock, Kowloon	200	54'	11' 6"	11' 6"
No. 12 Dock, Kowloon	210	54'	11' 6"	11' 6"
No. 13 Dock, Kowloon	220	54'	11' 6"	11' 6"
No. 14 Dock, Kowloon	230	54'	11' 6"	11' 6"
No. 15 Dock, Kowloon	240	54'	11' 6"	11' 6"
No. 16 Dock, Kowloon	250	54'	11' 6"	11' 6"
No. 17 Dock, Kowloon	260	54'	11' 6"	11' 6"
No. 18 Dock, Kowloon	270	54'	11' 6"	11' 6"
No. 19 Dock, Kowloon	280	54'	11' 6"	11' 6"
No. 20 Dock, Kowloon	290	54'	11' 6"	11' 6"
No. 21 Dock, Kowloon	300	54'	11' 6"	11' 6"
No. 22 Dock, Kowloon	310	54'	11' 6"	11' 6"
No. 23 Dock, Kowloon	320	54'	11' 6"	11' 6"
No. 24 Dock, Kowloon	330	54'	11' 6"	11' 6"
No. 25 Dock, Kowloon	340	54'	11' 6"	11' 6"
No. 26 Dock, Kowloon	350	54'	11' 6"	11' 6"
No. 27 Dock, Kowloon	360	54'	11' 6"	11' 6"
No. 28 Dock, Kowloon	370	54'	11' 6"	11' 6"
No. 29 Dock, Kowloon	380	54'	11' 6"	11' 6"
No. 30 Dock, Kowloon	390	54'	11' 6"	11' 6"
No. 31 Dock, Kowloon	400	54'	11' 6"	11' 6"
No. 32 Dock, Kowloon	410	54'	11' 6"	11' 6"
No. 33 Dock, Kowloon	420	54'	11' 6"	11' 6"
No. 34 Dock, Kowloon	430	54'	11' 6"	11' 6"
No. 35 Dock, Kowloon	440	54'	11' 6"	11' 6"
No. 36 Dock, Kowloon	450	54'	11' 6"	11' 6"
No. 37 Dock, Kowloon	460	54'	11' 6"	11' 6"
No. 38 Dock, Kowloon	470	54'	11' 6"	11' 6"
No. 39 Dock, Kowloon	480	54'	11' 6"	11' 6"
No. 40 Dock, Kowloon	490	54'	11' 6"	11' 6"
No. 41 Dock, Kowloon	500	54'	11' 6"	11' 6"
No. 42 Dock, Kowloon	510	54'	11' 6"	11' 6"
No. 43 Dock, Kowloon	520	54'	11' 6"	11' 6"
No. 44 Dock, Kowloon	530	54'	11' 6"	11' 6"
No. 45 Dock, Kowloon	540	54'	11' 6"	11' 6"
No. 46 Dock, Kowloon	550	54'	11' 6"	11' 6"
No. 47 Dock, Kowloon	560	54'	11' 6"	11' 6"
No. 48 Dock, Kowloon	570	54'	11' 6"	11' 6"
No. 49 Dock, Kowloon	580	54'	11' 6"	11' 6"
No. 50 Dock, Kowloon	590	54'	11' 6"	11' 6"
No. 51 Dock, Kowloon	600	54'	11' 6"	11' 6"
No. 52 Dock, Kowloon	610	54'	11' 6"	11' 6"
No. 53 Dock, Kowloon	620	54'	11' 6"	11' 6"
No. 54 Dock, Kowloon	630	54'	11' 6"	11' 6"
No. 55 Dock, Kowloon	640	54'	11' 6"	11' 6"
No. 56 Dock, Kowloon	650	54'	11' 6"	11' 6"
No. 57 Dock, Kowloon	660	54'	11' 6"	11' 6"
No. 58 Dock, Kowloon	670	54'	11' 6"	11' 6"
No. 59 Dock, Kowloon	680	54'	11' 6"	11' 6"
No. 60 Dock, Kowloon	690	54'	11' 6"	11' 6"
No. 61 Dock, Kowloon	700	54'	11' 6"	11' 6"
No. 62 Dock, Kowloon	710	54'	11' 6"	11' 6"
No. 63 Dock, Kowloon	720	54'	11' 6"	11' 6"
No. 64 Dock, Kowloon	730	54'	11' 6"	11' 6"
No. 65 Dock, Kowloon	740	54'	11' 6"	11' 6"
No. 66 Dock, Kowloon	750	54'	11' 6"	11' 6"
No. 67 Dock, Kowloon	760	54'	11' 6"	11' 6"
No. 68 Dock, Kowloon	770	54'	11' 6"	11' 6"
No. 69 Dock, Kowloon	780	54'	11' 6"	11' 6"
No. 70 Dock, Kowloon	790	54'	11' 6"	11' 6"
No. 71 Dock, Kowloon	800	54'	11' 6"	11' 6"
No. 72 Dock, Kowloon	810	54'	11' 6"	11' 6"
No. 73 Dock, Kowloon	820	54'	11' 6"	11' 6"
No. 74 Dock, Kowloon	830	54'	11' 6"	11' 6"
No. 75 Dock, Kowloon	840	54'	11' 6"	11' 6"
No. 76 Dock, Kowloon	850	54'	11' 6"	11' 6"
No. 77 Dock, Kowloon	860	54'	11' 6"	11' 6"
No. 78 Dock, Kowloon	870	54'	11' 6"	11' 6"
No. 79 Dock, Kowloon	880	54'	11' 6"	11' 6"
No. 80 Dock, Kowloon	890	54'	11' 6"	11' 6"
No. 81 Dock, Kowloon	900	54'	11' 6"	11' 6"
No. 82 Dock, Kowloon	910	54'	11' 6"	11' 6"
No. 83 Dock, Kowloon	920	54'	11' 6"	11' 6"
No. 84 Dock, Kowloon	930	54'	11' 6"	11' 6"
No. 85 Dock, Kowloon	940	54'	11' 6"	11' 6"
No. 86 Dock, Kowloon	950	54'	11' 6"	11' 6"
No. 87 Dock, Kowloon	960	54'	11' 6"	11' 6"
No. 88 Dock, Kowloon	970	54'	11' 6"	11' 6"
No. 89 Dock, Kowloon	980	54'	11' 6"	11' 6"
No. 90 Dock, Kowloon	990	54'	11' 6"	11' 6"
No. 91 Dock, Kowloon	1000	54'	11' 6"	11' 6"
No. 92 Dock, Kowloon	1010	54'	11' 6"	11' 6"
No. 93 Dock, Kowloon	1020	54'	11' 6"	11' 6"
No. 94 Dock, Kowloon	1030	54'	11' 6"	11' 6"
No. 95 Dock, Kowloon	1040	54'	11' 6"	11' 6"
No. 96 Dock, Kowloon	1050	54'	11' 6"	11' 6"
No. 97 Dock, Kowloon	1060	54'	11' 6"	11' 6"
No. 98 Dock, Kowloon	1070	54'	11' 6"	11' 6"
No. 99 Dock, Kowloon	1080	54'	11' 6"	11' 6"
No. 100 Dock, Kowloon	1090	54'	11' 6"	11' 6"
No. 101 Dock, Kowloon	1100	54'	11' 6"	11' 6"
No. 102 Dock, Kowloon	1110	54'	11' 6"	11' 6"
No. 103 Dock, Kowloon	1120	54'	11' 6"	11' 6"
No. 104 Dock, Kowloon	1130	54'	11' 6"	11' 6"
No. 105 Dock, Kowloon	1140	54'	11' 6"	11' 6"
No. 106 Dock, Kowloon	1150	54'	11' 6"	11' 6"
No. 107 Dock, Kowloon	1160	54'	11' 6"	11' 6"
No. 108 Dock, Kowloon	1170	54'	11' 6"	11' 6"
No. 109 Dock, Kowloon	1180	54'	11' 6"	11' 6"
No. 110 Dock, Kowloon	1190	54'	11' 6"	11' 6"
No. 111 Dock, Kowloon	1200	54'	11' 6"	11' 6"
No. 112 Dock, Kowloon	1210	54'	11' 6"	11' 6"
No. 113 Dock, Kowloon	1220	54'	11' 6"	11' 6"
No. 114 Dock, Kowloon	1230	54'	11' 6"	11' 6"
No. 115 Dock, Kowloon	1240	54'	11' 6"	11' 6"
No. 116 Dock, Kowloon	1250	54'	11' 6"	11' 6"
No. 117 Dock, Kowloon	1260	54'	11' 6"	11' 6"
No. 118 Dock, Kowloon	1270	54'	11' 6"	11' 6"
No. 119 Dock, Kowloon	1280	54'	11' 6"	11' 6"
No. 120 Dock, Kowloon	1290	54'	11' 6"	11' 6"
No. 121 Dock, Kowloon	1300	54'	11' 6"	11' 6"
No. 122 Dock, Kowloon	1310	54'	11' 6"	11' 6"
No. 123 Dock, Kowloon	1320	54'	11' 6"	11' 6"
No. 124 Dock, Kowloon	1330	54'	11' 6"	11' 6"
No. 125 Dock, Kowloon	1340	54'	11' 6"	11' 6"
No. 126 Dock, Kowloon	1350	54'	11' 6"	11' 6"
No. 127 Dock, Kowloon	1360	54'	11' 6"	11' 6"
No. 128 Dock, Kowloon	1370	54'	11' 6"	11' 6"
No. 129 Dock, Kowloon	1380	54'	11' 6"	11' 6"
No. 130 Dock, Kowloon	1390	54'	11' 6"	11' 6"
No. 131 Dock, Kowloon	1400	54'	11' 6"	11' 6"
No. 132 Dock, Kowloon	1410	54'	11' 6"	11' 6"
No. 133 Dock, Kowloon	1420	54'	11' 6"	11' 6"
No. 134 Dock, Kowloon	1430	54'	11' 6"	11' 6"
No. 135 Dock, Kowloon	1440	54'	11' 6"	11' 6"
No. 136 Dock, Kowloon	1450	54'	11' 6"	11' 6"
No. 137 Dock, Kowloon	1460	54'	11' 6"	11' 6"
No. 138 Dock, Kowloon	1470	54'	11' 6"	11' 6"
No. 139 Dock, Kowloon	1480	54'	11' 6"	11' 6"
No. 140 Dock, Kowloon	1490	54'	11' 6"	11' 6"
No. 141 Dock, Kowloon	1500	54'	11' 6"	11' 6"
No. 142 Dock, Kowloon	1510	54'	11' 6"	11' 6"
No. 143 Dock, Kowloon	1520	54'	11' 6"	11' 6"
No. 144 Dock, Kowloon	1530	54'	11' 6"	11' 6"
No. 145 Dock, Kowloon	1540	54'	11' 6"	11' 6"
No. 146 Dock, Kowloon	1550	54'	11' 6"	11' 6"
No. 147 Dock, Kowloon	1560	54'	11' 6"	11' 6"
No. 148 Dock, Kowloon	1570	54'	11' 6"	11' 6"
No. 149 Dock, Kowloon	1580	54'	11' 6"	11' 6"
No. 150 Dock, Kowloon	1590	54'	11' 6"	11' 6"
No. 151 Dock, Kowloon	1600	54'	11' 6"	11' 6"
No. 152 Dock, Kowloon	1610	54'	11' 6"	11' 6"
No. 153 Dock, Kowloon	1620	54'	11' 6"	11' 6"
No. 154 Dock, Kowloon	1630	54'	11' 6"	11' 6"
No. 155 Dock, Kowloon	1640	54'	11' 6"	11' 6"
No. 156 Dock, Kowloon	1650	54'	11' 6"	11' 6"
No. 157 Dock, Kowloon	1660	54'	11' 6"	11' 6"
No. 158 Dock, Kowloon	1670	54'	11' 6"	11' 6"
No. 159 Dock, Kowloon	1680	54'	11' 6"	11' 6"
No. 160 Dock, Kowloon	1690	54'	11' 6"	11' 6"
No. 161 Dock, Kowloon	1700	54'	11' 6"	11' 6"
No. 162 Dock, Kowloon	1710	54'	11' 6"	11' 6"
No. 163 Dock, Kowloon	1720	54'	11' 6"	11' 6"
No. 164 Dock, Kowloon	1730	54'	11' 6"	11' 6"
No. 165 Dock, Kowloon	1740	54'	11' 6"	11' 6"
No. 166 Dock, Kowloon	1750	54'	11' 6"	11' 6"
No. 167 Dock, Kowloon	1760	54'	11' 6"	11' 6"
No. 168 Dock, Kowloon	1770	54'	11' 6"	11' 6"
No. 169 Dock, Kowloon	1780	54'	11' 6"	11' 6"
No. 170 Dock, Kowloon	1790	54'	11' 6"	11' 6"
No. 171 Dock, Kowloon	1800	54'	11' 6"	11' 6"
No. 172 Dock, Kowloon	1810	54'	11' 6"	11' 6"
No. 173 Dock, Kowloon	1820	54'	11' 6"	11' 6"
No. 174 Dock, Kowloon	1830	54'	11' 6"	11' 6"
No. 175 Dock, Kowloon	1840	54'	11' 6"	11' 6"
No. 176 Dock, Kowloon	1850	54'	11' 6"	11' 6"
No. 177 Dock, Kowloon	1860	54'	11' 6"	11' 6"
No. 178 Dock, Kowloon	1870	54'	11' 6"	11' 6"
No. 179 Dock, Kowloon	1880	54'	11' 6"	11' 6"
No. 180 Dock, Kowloon	1890	54'	11' 6"	11' 6"
No. 181 Dock, Kowloon	1900	54'	11' 6"	11' 6"
No. 182 Dock, Kowloon	1910	54'	11' 6"	11' 6"
No. 183 Dock, Kowloon	1920	54'	11' 6"	11' 6"
No. 184 Dock, Kowloon	1930	54'	11' 6"	11' 6"
No. 185 Dock, Kowloon	1940	54'	11' 6"	11' 6"
No. 186 Dock, Kowloon	1950	54'	11' 6"	11' 6"
No. 187 Dock, Kowloon	1960	54'	11' 6"	11' 6"
No. 188 Dock, Kowloon	1970	54'	11' 6"	11' 6"
No. 189 Dock, Kowloon	1980	54'	11' 6"	11' 6"
No. 190 Dock, Kowloon	1990	54'	11' 6"	11' 6"
No. 191 Dock, Kowloon	2000	54'	11' 6"	11' 6"
No. 192 Dock, Kowloon	2010	54'	11' 6"	11' 6"
No. 193 Dock, Kowloon	2020	54'	11' 6"	11' 6"
No. 194 Dock, Kowloon	2030	54'	11' 6"	11' 6"
No. 195 Dock, Kowloon	2040	54'	11' 6"	11' 6"
No. 196 Dock, Kowloon	2050	54'	11' 6"	11' 6"
No. 197 Dock, Kowloon	2060			

THE HONGKONG TELEGRAPH.

EXTRA

HONGKONG, THURSDAY, SEPTEMBER 9, 1915.

TO-DAY'S LATEST WAR TELEGRAMS.

[Reuter's Service to the "Telegraph."]

FRENCH AVIATION ACTIVITY.

GERMAN HANGARS BOMBED.

September 8, 5.50 p.m.
Reuter's correspondent in Paris, says that there have been violent artillery actions on almost every sector on the Western front. There have been no infantry engagements whatever.
A communique says that five German aeroplanes bombed Malzeville but did no damage. At Nancy there were some victims. The French co-operating with the British Naval aviators attacked the aviation sheds at Ostend. Another air squadron bombed the hangars at the Saint Medard and the railway station at Dieuze.
As an example of Germany's vast losses in Russia the German Guard Corps alone lost 539 officers and 23,892 men.

THE QUESTION OF COMPULSION.

CABINET CONSIDERS REPORT TO-DAY.

September 8, 12.35 p.m.
The Daily News says that a Cabinet committee, presided over by Lord Crew, on the maintenance of the strength of the armies, recommends recruiting by public appeal, district by district, but decided that if the quota required at the depots was not forthcoming men should be taken compulsorily. It is understood that the National Register will be used for the purposes of discrimination. The Cabinet considers the report to-day and it is expected that it will reject the compulsion recommendation.
The Washington State Department has received the preliminary report from Dr. W. H. Page, American Ambassador to England of the American investigations regarding the sinking of the Hesperian. The report refutes the German statement that the Hesperian was armed and could not, under any circumstances, be considered as a ship able to take the offensive against a submarine. There is also the affidavit of the Hesperian's officers declaring that the ship was indubitably torpedoed and that steel fragments fell upon the deck.
American newspapers comment angrily on Germany's failure to disavow the outrage and demand an assurance, that the Commander of the submarine, shall be drastically punished.

ENEMY INTRIGUES IN AMERICA.

INTERVIEW BETWEEN MR. LANSING AND HERR DUMBA.

September 8, 12.35 p.m.
Herr Dumba called upon Mr. Lansing this afternoon and strictly told reporters before entering that he would submit instructions to his Government regarding the liability of Austro-Hungarians' prosecution in Austria for participating in the manufacture of munitions. Herr Dumba was closeted with Mr. Lansing for twenty-five minutes. He refused to make a statement when he left, but looked crestfallen.

BRITISH WARSHIPS BOMBARD BELGIAN COAST.

September 8, 12.35 p.m.
Reuter's correspondent at Dunkirk says that thirty or forty British warships bombarded the whole coast, as far as Ostend, yesterday morning.

THE SINKING OF HESPERIAN.

AN AMERICAN DROWNED.

September 8, 12.35 p.m.
According to the Times the American Consul at Queenstown is officially informed that a native of New Jersey was lost in the Hesperian.

THE ZEPPELIN RAID ON EAST COAST.

CASUALTY LIST.

September 8, 5.55 p.m.
The Press Bureau announces that there are thirteen persons dead, as a result of last night's visit of three Zeppelins. Anti-aircraft guns were in action and aeroplanes ascended, but they were unable to locate the airships, fifteen small dwellings were demolished and many doors and windows, etc. broken. Fires were promptly extinguished and there was no other serious damage.
Of the killed there were two men, three women and five children. Seriously wounded, four men, eleven women and five children. Slightly wounded, nine men five women and nine children. The missing, believed to be buried in the debris, are one man and two women—all civilians, except a soldier who is seriously injured.

OUR LONDON LETTER.

(Continued from page 3.)

We were pretty mixed up by now, and I was trying to sort things out a bit when I got put out by a shrapnel in my left arm. The bullet went in at my cuff, entered the fat part of the forearm, and stuck in the elbow; it was a lucky escape, as a quarter of an inch would have caught the bone and smashed it. Our men held on to the ground they had taken, but had to give way a bit later as they were in front of the people on the flanks; our net gain was about 500 yards and two Turk trenches.

Officers Gone.

You can tell how brisk it was from the casualty list—the only unwounded officer who was actually up in the firing line was the second-in-command. He and the transport and machine gun officers were the only three combatant officers left out of the thirty who left Egypt. We have suffered very heavily—thirteen officers killed in all, and these including many of our best—all my special pals were taken. I was brought back to Cairo, and have had three weeks in hospital—seedy as well as wounded. The bullet was taken out some days ago and I am going on well, and expect to go back before long. I am in good quarters now, the Bird's Cairo house at Gezireh turned into a convalescent home. It is warm in Cairo now, one day it touched 115 in the shade, and I want to get down to Alexandria by the sea and get bucked up again.

Who Brathwaite Is.

The best Chief of the General Staff it has ever been my fortune to encounter in war," as Sir Ian Hamilton describes Major-General Walter Pilon Brathwaite, was engaged at the War Office for some months after hostilities broke out. He has been a General Staff officer for many years; since, in fact, he won the attention of his chiefs in South Africa, where he took part in several important engagements. General Brathwaite, who is the son of a clergyman and the grandson of the Seigneur of Noirmont, Jersey, had the good fortune to see service immediately he received his commission in the Somerset Light Infantry, going through the Burmah Expedition of 1886, and being mentioned in despatches. As he is not yet fifty, General Brathwaite may yet gain some of the "epithets" which Sir "Iron" Hamilton refrained from piling on him.

Fallen Athletes.

Two well-known sportsmen and athletes are among the recent casualties. One is Lieutenant Francis Nathaniel Tarr, who was serving in the territorial battalion of the Leicesters, he was 23 years old, and one of the best fellows that ever stepped. He was very well known as a Rugby football player and had four times played for England in international matches. He was educated at Uppingham, and on going up to Oxford gained his blue as a three-quarter back in 1907 and played again in 1908 and 1909. In each of these three years Oxford had an exceptionally strong three-quarter line, and it is noteworthy that in 1908 no room could be found in it for the late R. W. Poulton Palmer, although he gained his English cap in that year. It was, however, in 1909 that the Oxford backs were at their very best. F. G. Buchanan was full back, H. Martin, F. N. Tarr, O. M. Gilray, and R. W. Poulton were three-quarter backs, and G. Cunningham and A. L. H. Gotley half backs. Every one of them was or afterwards became an international and their combined play in the University match was extraordinarily brilliant. Tarr broke down after two tries had been scored and Buchanan came into the three-quarter line, while Cunningham was

DAY BY DAY

A Dash from Custody.

A Chinese made a dash from his employer who was about to hand him over to police custody at the Police Court, this morning, but ere he got to D'Aguiar Street he found himself once more under restraint.

Arms and Ammunition.

Two Chinese had just got seven revolvers and 900 rounds of ammunition from the bottom of the Harbour at Yau-mai when they were caught by the police. At the Police Court, this morning, they were each fined \$1,000 or in default six months imprisonment.

Victoria Theatre.

The current programme at the Victoria Theatre contains the last two of the "Sherlock Holmes" episodes and a new Wilkie picture. As to-night will be the last opportunity of seeing these, our readers may be glad of a reminder. During the coming week and a new departure will be entered upon at this theatre, the programme being changed nightly on Friday, Saturday, Sunday and Monday. On Friday the interesting war drama "A Traitor to his Country" will be screened, and, on Saturday, the thrilling patriotic film "The Battling British." Sunday's programme will include one of Sardou's masterpieces "Theodora"—a play which no one should fail to see, while, on Monday, the American film "Sir Highwayman" will be shown.

TYPHOON WARNING.

We are indebted to the American Consul General for the following:—The Telegram quoted below was received from the Manila Observatory at 1.30 p.m., September 9, 1915.

Cyclone or typhoon west of Balintang Channel moving south-west.

partially dazed by a knock on the head; but even so Oxford won by 4 goals and 5 tries to a try. In that year Tarr played three times for England, against the Australians, France and Wales respectively. After that he was for no very clear reason dropped out of the English side for several years, but he was one of the pillars of the Leicester team which has been for some years past one of the strongest in England and of the Midland Counties. In 1913 he again played for England and proved to be the one partner chosen for O. N. Lowe who gave that brilliant player the chances needed. The other is Second Lieutenant George Mitchell, of the 1st Black Watch, who was 26 years old. He was the younger son of the late Tom Mitchell, of Upwood Bingley, and of Mrs. Marion I. Illingworth, of 5, Portland Place, W. and a nephew of the late Mr. Percy Illingworth, the Chief Government Whip; he was gazetted to the Black Watch last February. Mr. Mitchell was the amateur heavyweight boxing champion of the North of England, who in April last year met the French boxer Georges Carpentier in Paris and was defeated in 95 seconds. In describing the fight on his return from Paris Mr. Mitchell said:—"At the beginning Carpentier came towards me with his right hand outstretched. I thought he was going to shake hands with me. Instead, he came with the left across my ribs and then got me on the point. That was quite enough to start with. I managed to get in one swing and once or twice got to close quarters with him; but he broke away. Attacking all the time Carpentier finally knocked me down with a terrific right to the jaw."

A QUESTION OF IMPUDENCE.

Puisne Judge on Witnesses' Demeanour.

In the Summary Court before Mr. Justice Gompertz, this morning, Wong Kong Shi, 109, Second Street, and Wong Yau, a grocer of 5, Western St. to recover \$104 being as to \$14 balance of house rent due and as to \$90.65 principal and interest due on a promissory note dated September 21, 1911.

Mr. G. H. Gardiner appeared for the plaintiff, and Mr. W. B. Hind, of Mr. G. K. Hall Bratton's office, defended.

The plaintiff's case was that the money was lent to the defendant for the purpose of his business. Various amounts had been paid at different times and had it not been for these the claim would have been statute barred.

For the defence it was urged that the whole of the money had been paid off with the exception of \$6, which had been paid into Court.

Mr. Hind addressing his Lordship on the case remarked that if he took into account the demeanour of the witnesses in the box, that of the defendants was better than that of those who appeared for the plaintiff and gave their evidence in a "silly shabby" manner.

His Lordship:—They may have been more impudent of the two. (laughter.)

In giving his decision, his Lordship was of opinion that there was some real debt. The accounts had not been properly kept and it was difficult to get to the bottom of the matter. He thought he would be doing justice in giving judgment for the plaintiff for \$40.

TO PREVENT FLOODS.

Local Chinese to Discuss Measures.

There is a movement on foot locally for establishing preventive measures where the periodical Canton floods are concerned, and the matter will be discussed at the meeting of the Chinese Chamber of Commerce on September 14.

It is proposed to make representations to the Kwangtung Government urging the desirability of meeting the expenditure necessitated by the scheme by means of a system of taxation. It will be pointed out that landowners whose property lies within the river valley should be asked to contribute to a conservancy fund, by means of a moderate tax on all such land, whether building or arable. This money will be available for the purposes of draining and tree-planting and the establishing of a large overflow reservoir.

The Chinese who are promoting the scheme will be glad to have the co-operation of the general public in a matter that so closely affects the interests of a very large section of the Hongkong community.

The Kallau Mining Administration.

We are informed that the total output of the Administration's mines for the week ending 20th August amounted to 57800 tons and the sales during the period to 44700 tons.

Silk Carriers.
Far Eastern shippers will be interested to know that since the acceleration of the N.Y.K. European Line's Service, commenced in January last, the quantity of raw silk carried by the Company's steamers from China and Japan to Europe has markedly increased. The s.s. Suwa Maru, which sailed from Hongkong on the 28th ulto, carried 1958 bales, and the Atsuta Maru, sailing yesterday, is taking away 1524 bales.

WAR ITEMS.

Rhodesian Aeroplane.
Salisbury (Rhodesia), July 27.
The Administrator has cabled a draft of £1,500 to the Imperial Government for the purchase of a Renault aeroplane as Rhodesia's first gift to the Royal Flying Corps, to form a Rhodesian unit of the Imperial air flotilla.

Our National Debt.

A white paper issued on July 23 puts the National Debt at the end of March this year as £1,011,951,702. This is the first time that the figure has turned thousands millions. Previous figures were:—

1914.....	2706,154,110
1910.....	782,463,625
1900.....	632,919,331
1890.....	689,089,048
1840.....	829,036,745

Horses Detect Poisoned Water.

A British chaplain serving with General Boche's expedition, writing to his mother in Liverpool, says that after our long and very exhausting march the column reached a waterhole. Everyone was suffering from thirst and the horses not less so than the men. The horses were taken to the pool to drink, but not one would do so, a circumstance which of course aroused suspicion. An examination of the water was made, and it was found to be poisoned.

Germans and the Loan.

Amsterdam, Thursday. The Cologne Gazette, after prematurely rejoicing over the imagined failure of the British War Loan, is now disappointed to learn that the figures published represent new money, and are not the result of conversion. It says:—We must now reserve judgment until the final information set aside all doubts. It can be said, however, that the loan is not so great a failure as we were led to suppose from the first erroneous reports.

What the Coal Strike Cost.
Various estimates are being made of what the six and a half days of idleness have cost, varying between \$2,500,000 and \$1,500,000. The amount lost in wages by the colliery workmen above and below ground might be anything from \$450,000 to \$600,000. To this may be added the loss of wages of the coal trimmers at the docks and losses of shipowners. Then there is the loss incurred by employers and men whose works had to close down. The Globe.

When Thieves Fall Out.

Copenhagen, July 22.—Russian journals state that serious differences have arisen between Germany and Austria, the latter complaining that the Germans in Galicia have adopted a dictatorial attitude, not only in military but in administrative matters. The Germans on the other hand, are angry because the Austrian Government continues untractable on the question of cession of sufficient territory to gain the friendship of Roumania, which is regarded as most regrettable, as Turkey cannot get ammunition one way or the other.

ALLEGED THEFT OF ELECTRICITY.

This afternoon in the Police Court, before Mr. R. Lindeell, two Chinese were charged with the theft of electric current belonging to the Hongkong Electric Company.

The allegation against the prisoners was that they hired an empty house in Elgin Street and connected the wires left there by the last occupier to the mains but not to the meter and made use of the current thereby obtained.

The first defendant was sentenced to three months' imprisonment on the first charge and fined \$50 on the second. The second defendant was discharged with a caution.

THE EXTRADITION CASE.

Two Charges of Murder Withdrawn.

The final stages of a very long drawn out case commenced this afternoon, in the Police Court, before Mr. Wood, when the advocates commenced their addresses on the extradition case concerning Hung Shin Lung, who is wanted by the Canton Government on three charges of murder.

Mr. E. B. Sharp, K. C., instructed by the Crown Solicitor appeared for the Crown, and Mr. G. K. Hall Bratton defended.

Mr. Bratton drew attention to Mr. Sharp's opening at the commencement of the case in which he made charges of three murders and robberies at Sam To Chuk, San Kwong, and Ping Shan. There was no evidence upon the second and very little upon the third.

Mr. Sharp said that the last two charges had been withdrawn. Continuing Mr. Bratton said that the only evidence of the Yee Tai murder at Sam To Chuk was that of the last three witnesses who did not corroborate one another, as to whether there had been any other murders at the time. The Government Gazette mentioned robberies about that time and not a word was said about revolution. Other murders were spoken of in the Gazette but not a word was said about these three murders alleged in this case. All this he submitted threw a grave doubt upon the story told by the witnesses of the Crown and he pointed out that Hung Shin Lung has been specifically mentioned as a rebel.

The case was proceeding as we went to press.

VOLUNTEER ORDERS.

Corps Orders issued to-day by Lieut.-Col. A. Chapman V.D., state:

Musketry Part I.
In addition to the recruits detailed in Corps Order No. 3 of 8. 9. 15, the following will fire Part I. Recruits Course, at King's Park on Saturday, 11th inst. at 2.30 p.m. Centre Section M. G. Co. Pte. F. C. Todd.
Left Section M. G. Co. Pte. T. O. Wilkin.

Signalling Section.
Class (I). Commencing on Saturday the 11th inst. and every Saturday until further notice the following men will parade at Headquarters at 7 a.m. for more flag, heliograph and buzzer practice under Sergt. Major Blair.

LeOpl. Reis, LeOpl. Roofs, Ptes. Hurle, Jacobs, Young, Bain, Rodrigues, Santos, Luz and Chavez.

Class (II) Commencing on Friday the 10th inst. and every Friday until further notice the following men will parade at Headquarters at 7 a.m. for more flag practice under Sergt. Silas and Corpl. Lawrence.

Ptes. Abbas, Costa, Cotton, Gomes, Jennings, Perira, Ramsey, Ribeiro, Wilkinson and Tangap.

Parades.
Parades for Friday, 10th inst. Nil.

Detail.
Gun Club Hill, Kowloon: On duty until morning of 13th inst.—H. K. V. E.
Detention Camp, Kowloon: On duty until morning of 13th inst.—H. K. V. E.

TO-DAY'S ADVERTISEMENT.

EMPLOYMENT WANTED
WANTED.—Englishman seeks employment as storekeeper, godown keeper, warehouseman, overseer or any similar capacity. Apply "Fox" c/o The Hongkong Telegraph.

ONE GALLON
MAKES
400 GALLONS
EFFECTIVE
DISINFECTING FLUID.



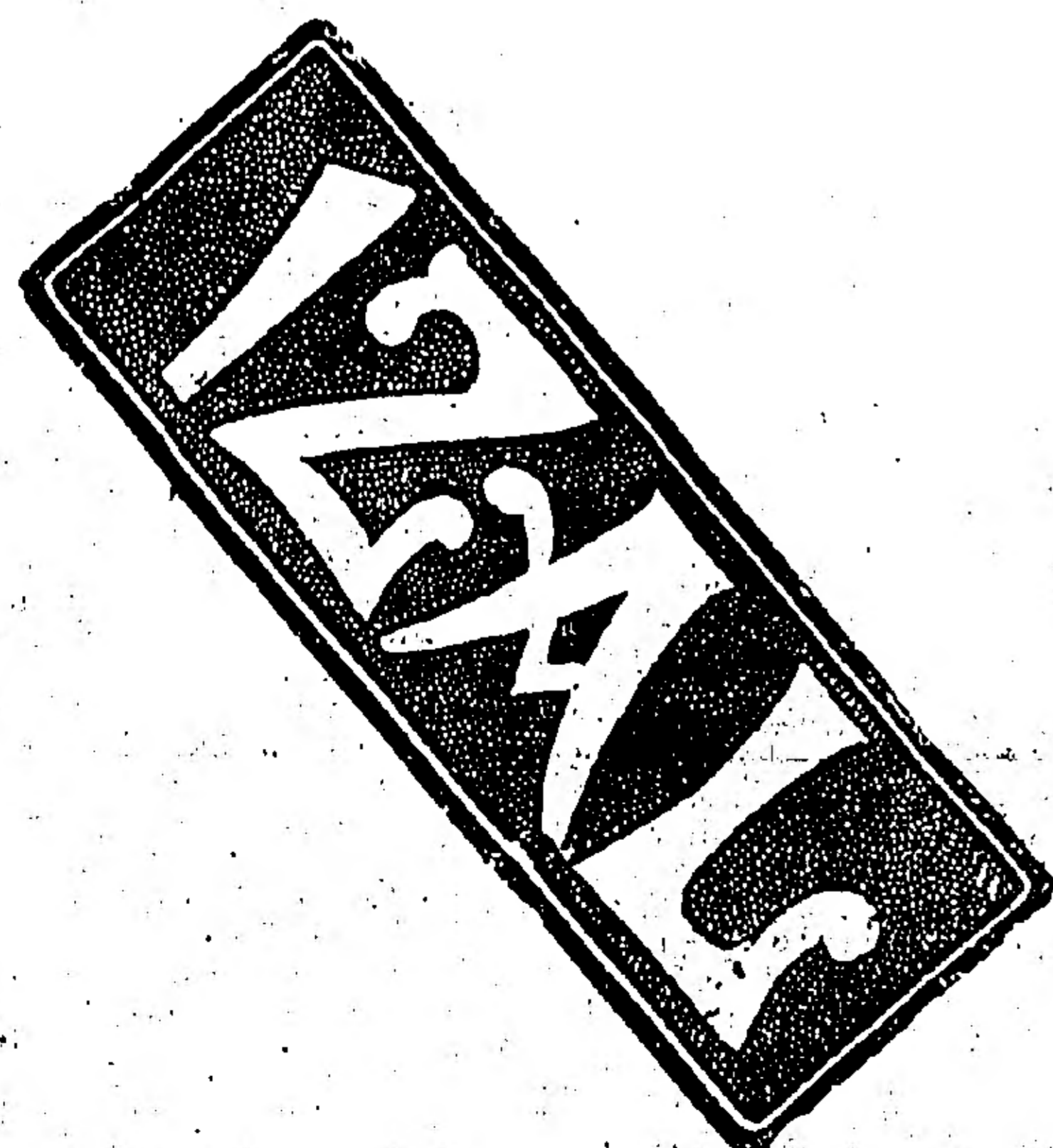
ONE GALLON
MAKES
400 GALLONS
EFFECTIVE
DISINFECTING FLUID.

THE MODERN HIGH-POWER GERMICIDE A TRIUMPH OF CONCENTRATION.

Uniform Germicidal Power Guaranteed; Mixes Equally well with Soft, Hard, Brackish, or Salt Water; Possesses Far Greater Germicidal Power than Carbolic Acid and even more than Perchloride of Mercury, while at the same time it is neither Poisonous nor Corrosive.

**USE A DISINFECTANT
DAILY IN HOT
WEATHER.**

Officially adopted by His Majesty's Government of India, [the Crown Agents, the Board of Trade, and Leading Railway Companies, Hospitals, Sanitary Authorities, and Public Institutions throughout the British Empire.



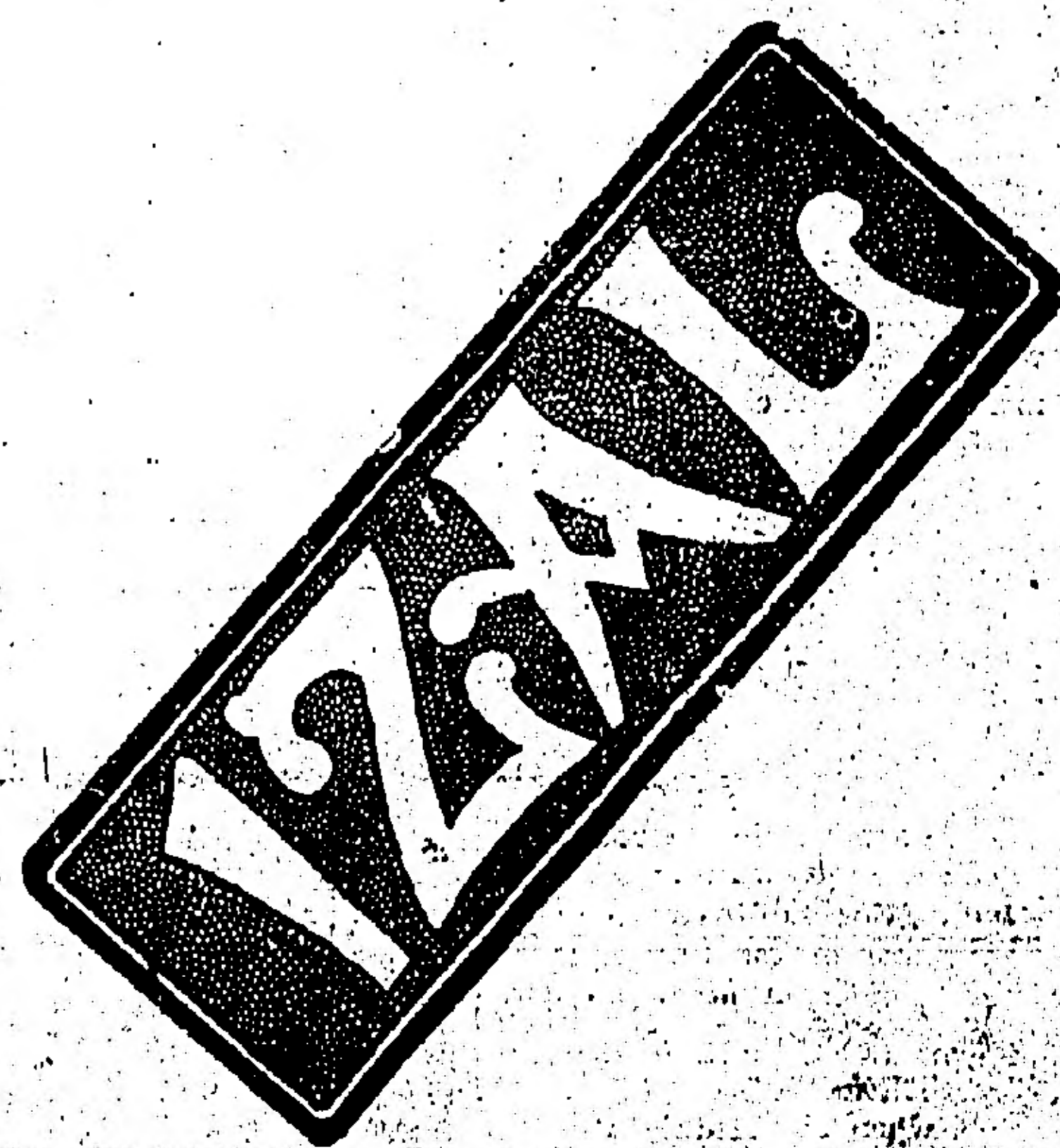
Newton, Chambers & Co., Ltd., have been honoured by His Majesty King George with the Royal Warrant of appointment as Manufacturers of Disinfectants to His Majesty.

IZAL

"IN IZAL THEY HAD PUT IN THEIR HANDS A WORTHY AND FORMIDABLE WEAPON FOR BATTLING AGAINST THE BACILLUS."—SIR JAS. ORIENTON-BROWNE, F.R.S.

WHOLESALE AGENTS:—

W. R. LOXLEY & CO.,
YORK BUILDINGS.



COMMERCIAL.

Manchurian Flour Market.
In South Manchuria, North Manchurian flour still remains within the easiest reach and effectually shuts out Japanese imports. American flour is unusually cheap on account of the last bumper wheat crop. However, this advantage is more than negated by the sharp rise in steamer freight from \$3.50 to \$5.50. Shanghai flour continues rather firm, but this is not because of any lively demand coming from Manchuria, but because of the inundations about Hankow, etc. All being considered, the flour market is reasonably expected to continue quiet. On the Diaren market, prices vary, but Shanghai (of inferior quality) goods are quoted at \$2.40, those of fine quality at \$2.55, Manchurian products of the "Elephant" brand at \$1.13, and those of the "Lion" brand 5 sen or so cheaper.

Bogawantalawa Tea.
The Bogawantalawa District Tea Company, a Ceylon concern, has been able to make a good showing for the year ended March 31. The tea crop is 124,845 lb. in excess of the previous season, the total crop amounting to 1,408,121 lb., plucked from 2,304 acres. The profit for the twelve months totals £20,408, as against £14,040, with an available total of £22,378, including interest and the balance brought forward. That has caused the board to increase the dividend from 8 to 10 per cent. for the whole year, and to carry forward £4,394, as against £1,320 remaining a year ago. About one-third of the crop benefited from the recent rise in the price of tea, which, however, was neutralised to some extent by the advance in freight and insurance. The cost was 5.10d. per lb. free on board at Colombo, and the gross average of the entire crop worked out at 10.02d. The dividend now announced has not been equalled since 1909-10, the distribution declining to 7 per cent. for the year 1912-13.

Iphoh Tin Dredging Ltd.
The report of the Iphoh Tin Dredging, Ltd., states that the company owns approximately 412 acres of tin-bearing lands, of which 314 are held under direct mineral leases from the Government and 98 are held under a sublease. Since the incorporation of the company a contract was entered into with a firm of dredge builders for the supply of a bucket dredging plant. The dredger is now nearing completion, and is expected to commence operations almost immediately. Although the plant was ordered and shipped some considerable time ago, the directors regret to say that its erection on the company's property was not proceeded with, owing to the company being unable to meet an instalment of its cost, which became payable to the contractors on shipment of the plant, and this was due to certain large shareholders having failed to pay their calls. The directors, after considerable negotiations with the dredge builders, came to an agreement whereby a floating charge over the entire assets of the company, including the unpaid calls and uncalled capital, was executed in favour of the contractors, in consideration of which the erection of the plant was proceeded with. This arrangement was of benefit to the company, but did not get over the difficulty in regard to the calls in arrears, and as funds would be required for the purpose of seeing the company through its initial stages the directors conferred with a number of the larger shareholders, at an informal meeting held on May 3, who, after discussing the affairs of the company, selected a committee of five for the purpose of assisting the board in arriving at a means whereby the company could be financed. The directors have accepted the terms offered by the Borneo Company, Limited, and recommended by the committee. The Borneo Company, Limited, prior to making their offer a definite one, procured a report from their own engineer resident in the Malay States as to the value of the property. The directors believe that the money advanced by the Borneo Company, Limited, together with the proceeds of the final call, will prove sufficient for the company's requirements.

SHARE REPORT.

COMPARATIVE SHARE QUOTATIONS.

		S-SELLERS		SA-BAIES		D-DUVERS		M-MERCH				
STOCK.		To-day's Closing Prices	Number of Shares	Par Value	Paid Up	Highest	Lowest	1914.	1914.	1915.	1915.	Last Dividend and Date
										Highest, 14th May. to now	Lowest, 14th May. to now	
Banks.												
H'kong & Shanghai Banking Corp.		\$820 b. £76/-	120,000	\$125	all	855	July.	700	Oct. 837	x div.	7900, div.	{ £2/3/- at 1/9 5/16 equal to \$24.21 for 1/2 year 30/6/15
Marine Insurance.												
Canton Insurance Office, Ltd.		420 b.	10,000	\$250	50	350	Dec.	305	Oct.	420	360	{ Final of \$4 a/o 1913. Interim of \$18 a/o 1914.
North China Ins. Co., Ltd.		1165 b.	10,000	\$15	£5	145	May	133	Jan.	170	160	{ Interim of 12 1/2 p.c. for 1914
Union Ins. Society of C'lon, Ltd.		972 a.	12,400	\$250	100	847 1/2	April	700	Oct.	877 1/2	885	{ Final of \$20 and bonus of \$5 making \$55 for 1913 and Interim of \$30 for 1914
Yangtze Ins. Assoc. Ltd.		243 b. ex 73	12,000	\$100	60	270	April	192 1/2	Jan.	243	225	{ Final of \$15 mak. \$18 for 1913 & Int. of \$3 for 1914
Fire Insurance.												
China Fire Ins. Co., Ltd.		162 b.	20,000	\$100	20	160	July	140	Oct.	163	130	{ \$9 for 1913
H'kong Fire Ins. Co., Ltd.		420 b.	8,000	\$250	50	395	Feb.	368	April	420	385	{ \$27 for 1913
Shipping.												
C. & M.S. S. Co., Ltd. (turn of \$4.50 per s.)			30,000	\$25	all	10	Jan.	5 1/2	Dec.	50 cts.	30 cts.	{ \$1 for 1906
Douglas Steamship Co., Ltd.		180 b.	20,000	\$50	all	36	Mar.	27 1/2	Nov.	83	45	{ Final of 40 cts. making 90 cts for year ending 30.6.14
Hongkong, C. & M.S.S. Co., Ltd.		194 b.	80,000	\$15	all	29 1/4	Jan.	22	Dec.	23	19	{ Final of 3 1/2 m'king 6 1/2 on preferred shares & 5 1/2 on deferred shares for year 1913
Indo-China Steam Navigation Co., Ltd.		149 b.	60,000	£5	all	79	Jan.	50	Sept.	154	96	{ Final of 5/- (Coupon No 24) making 7/- for 1914
Shell Transport & Trading Co., Ltd.		90/- b.	3,797,610	\$1	all	106 1/2	Feb.	70/-	Sept. 90/-	x div.	82/- x div.	{ \$1.50 per share and bonus of 40 cents per share for year ending 30.4.15
Star Ferry Company, Ltd.		336 sa. b.	40,000	\$10	all	49	Mar.	40	Nov.	37	32	
Refineries.												
China S. Refining Co., Ltd.		127 b.	20,000	\$100	all	96 1/2	Feb.	70	Nov.	133	111	{ \$3 for 1912
Luzon S. Refining Co., Ltd.		338 b.	7,000	\$100	all	31	Jan.	17	Dec.	46	27 1/2	{ \$3 for 1917
Mining.												
Kailan Mining Adm'n'tion...		30/- b.	1,000,000	\$1	all	4 1/2	Feb.	33 1/2	Dec.	33 1/2	30/-	{ Interim of 1/- account year ending 30.6.15 (Coupon No. 5.)
Raub Australian Gold Mining Co., Ltd.		3.60 b.	200,000	\$1	all	3.10	Jan.	1.90	Nov.	4	3.60	{ 1/2 for 1909
Tronoh Mines Ltd.		31/6 b.	160,000	\$1	all	39 1/2	Feb.	19 1/2	Nov.	32 1/2	32/-	{ 1/- interim a/c 1915 paid 12.7.15
Ural Caspians.		40/6 a.	796,666	\$1	all	56 1/2	Feb.	21 1/2	Nov.	32 1/2	32/-	{ 1/- interim 1915
Docks, Wharves and Godowns &c.												
H'kong & K.W. & G. Co., Ltd.		76 b.	60,000	\$50	all	89	Jan.	73	Nov.	79	68	{ \$3.50 for year 1914
H'kong & W'p'o D. Co., Ltd.		75 sa.	50,000	\$50	all	77	Jan.	53	Oct.	76 1/2	57	{ \$3 dividend for year 1914
Shai Dock & Eng. Co., Ltd.		63 b.	55,700	£100	all	60	July	50	Dec.	63 1/2	49 ex div.	{ Tls. 5 for 1913
Shai & H'kow W. Co., Ltd.		93 1/2 b.	38,000	£100	all	109	Jan.	82 1/2	Dec.	93 1/2	80	{ Tls. 5 for 1914
Lands, Hotels and Buildings.												
Anglo French Lands		194 b.	13,000	£100	£100	128	July	120	Dec.	116	94	{ Tls. 6 1/2 for year ending 29.2.14
H'kong Hotel Co., Ltd.		112 b.	20,000	\$50	50	128	July	120	Dec.	116	94	{ \$2.50 for half year ending 30.6.15
H'kong Land Investment Co.		109 b.	50,000	\$100	all	117 1/2	July	98	Nov.	111 x div.	108	{ \$3 for year ending 30.6.15
H'phreys Estate & P. Co., Ltd.		472 b.	150,000	\$10	all	94 1/2	Jan.	7	Nov.	71	6.10	{ 45 cents for year 1914
K'loon Land & Building Co., Ltd.		40 b.	6,000	\$50	30	45 1/2	Jan.	44	Feb.	40	40	{ \$3 for 1914
Shanghai Lands		1104 b.	78,000	£50	all	98	Dec.	89	Oct.	106	101	{ Dividend of 6 p.c. for 1 year ending 30.6.15
West Point Building Co., Ltd.		72 1/2 b.	12,500	\$50	all	73	June	66	Feb.	72	70	{ \$2 for half year ending 30.6.15
H'kong Central Estates		100 sa.	10,000	\$100	all	100	June	100	Feb.	100	100	{ \$4.09 for 7 months ending 31.12.14
Cotton Mills.												
Ewo Cotton S. & W. Co., Ltd.		180 b.	20,000	\$50	all	138	July	125	May	180	152 1/2	{ Tls. 12 for year ending 31.10.14
Hongkong Cotton Co., Ltd.		182 b.	125,000	\$10	all	84 1/2	Mar.	7	June	84 1/2	7 1/2	{ 50 cents 31.7.08
Kung Yik		16.65 b.	75,000	£10	all	144	Jan.	11	Mar.	17	13 1/2	{ Tls. 1.20 for year ending 30.11.14
Laou Kung Mow		90 1/2 b.	8,000	£100	all	110	Feb.	70	May	89	85	{ Tls. 12 for 1913
Shanghai Cottons in Shai		1105 b.	40,000	£50	all	135	Feb.	70	Nov.	105	96	{ Div. Tls. 6. Bonus Tls. 4. Extra Bonus Tls. 1 year end'g 30.6.14
Miscellaneous.												
China Borneo Company, Ltd.		10 1/4 b.	60,000	\$5	all	12	May	10	Dec.	10	10	{ 85 cents for 1914
China Light & Power Co., Ltd.		44.35 b.	50,000	\$5	all	4.90	July	4	April	4 1/4	4 1/4	{ 6% for year ending 28.2.06
Do. (Spec. shares)			50,000	\$1	all	9	Jan.	7	Nov.	8.95	8.00	{ 70 cts. for 1914
China Prov. L. & M. Co., Ltd.		8.90 a.	125,000	\$10	all	39	June	35	Aug.	34	34	{ \$1.50 for year ending 31.7.14
Dairy Farm Company, Ltd.		334 b.	400,000	\$7	all	6.90	Jan.	5	Dec.	8 1/2	6.70	{ 50 cts. for 1914
Green Island Cement Co., Ltd.		8 b.	400,000	\$10	all	49	Jan.	36	Nov.	44 1/2	39	{ \$2.00 per share for 1914
Hongkong Electric Co., Ltd.		443 b.	60,000	\$70	all	217 1/2	July	174	Dec.	185	184	{ Interim of \$2 account 1915
Hongkong Ice Co., Ltd.		185 b.	6,500	\$25	all	25	June	22	Apr.	30	25	{ Interim \$1 for year ending 30.6.15
Hongkong Rope Mfg. Co., Ltd.		27 1/2 b.	60,000	\$10	all	13 1/2	July	7 1/2	Feb.	5.25	4.80 x div.	{ \$10 for 1914
Hongkong Tramway Co., Ltd.		5.15 b.	325,000	\$5	all	64 1/2	Mar.	28	Dec.	42	37	{ Interim of T. 1 making T. 2 a/c 1913
Langkats		37 b.	250,000	£10	all	10 1/2	Jan.	9 1/4	June	10	9	{ 70 cts. on fully paid shares and 7 cts. on \$1 paid shares for year ending 30.4.15
Peak Tramway Co., Ltd. (Old)		9.60 b.	25,000	\$10	all	93 cts.	Jan.	75 cts.	Dec.	81	80 cts.	{ None
Do (New) 80 cts.			50,000	\$10	all	—	—	—	—	4	4	{ \$1.50 for 1910
Philippines Ltd.		84 b.	75,000	\$10	all	—	—	—	—	5	5	{ None
H. Price & Co., Ltd.		5 b.	12,000	\$10	all	—	—	—	—	20	20	{ None
Societe des Pulpes et Papier		320 b.	13,200	\$50	all	—	—	—	—	3 1/2	3.00	{ 25 cts. for year ending 31.5.15
Lesieur du Tonkin		320 b.	20,000	\$5	all	5.00	June	4	Nov.	3 1/2	3.00	{ \$1.00, per share for year ending 31.12.1914
Steam Laundry Co., Ltd.		3.20 b.	27,723	\$10	all	22 1/2	Feb.	17	Jan.	18	16	{ \$50 cts. on old shares and 25 cts. on new year shares for year ending 30.6.14
Union Water-boat Co., Ltd.		3.16 b.	90,000	\$10	all	8 1/2	April	6.90	Dec.	6.80 x div.	6 1/2 x div.	{ \$60 cts. for 1914
Watson and Co., Ltd.		6.90 b.	99,000	\$10	all	9 1/2	Jan.	6 1/2	Dec.	7	6	{ \$1.50 for 1914
William Powell, Limited.		69 1/2 b.	21,000	\$7	all	30	June	92	Dec.	29	29	
S. C. Morning Post		329 b.	6,777	\$35	all	—	—	—	—	—	—	

WRIGHT & HORNBY.

Share and General Brokers

6, Des Voeux Road Central. Tel. address, Rectitude.

CORRECTED TO NOON, 9 SEPT., 1915.

ANY SUBSEQUENT ALTERATIONS WILL BE FOUND IN "UP TO THE MINUTE SHARE MARKET NEWS."

THE TELEGRAPH DOES NOT HOLD ITSELF RESPONSIBLE FOR ANY OF THE ABOVE QUOTATIONS.

EXCHANGE.

Selling.	
T/T Bombay	1/9 1/2
Demand Bombay	1/9 1/2
T/T Calcutta	1/9 5/8
Demand Calcutta	1/9 5/8
T/T Hongkong	1/9 11/16
Demand Hongkong	1/9 11/16
T/T Shanghai	1/9 3/4
Demand Shanghai	1/9 3/4
T/T Singapore	76 1/2
Demand Singapore	76 1/2
T/T Japan	86
Demand Japan	86
T/T India	135 1/2
Demand India	135 1/2

T/T Bombay	135 1/4
Demand Bombay	135 1/4
T/T Calcutta	135 1/4
Demand Calcutta	135 1/4
T/T Hongkong	135 1/4
Demand Hongkong	135 1/4
T/T Shanghai	135 1/4
Demand Shanghai	135 1/4
T/T Singapore	135 1/4
Demand Singapore	135 1/4
T/T Japan	135 1/4
Demand Japan	135 1/4
T/T India	135 1/4
Demand India	135 1/4

On Haiphong	8 1/2 % prem.
On Saigon	8 1/2 %
On Bangkok	8 1/2 %
Buying.	
4 m/s L/C	1/10 1/8
6 m/s D.P.	1/10 1/4
4 m/s L/C	1/10 3/8
6 m/s Sney & M.	1/10 3/8
30 d/s San F'co & N.Y.	43 1/2
T/T Marks	107 1/2
Demand Germany	246
T/T France	246
Demand France	246

Gold Leaf per oz.	\$59.70
Silver per oz.	\$1.30 nom.
Bar Silver ready	23 5/8
forward	

SUBSIDIARY COINS.

Chinese, 20 cts. pieces	\$19 1/2
Chinese, 10 cts. pieces	\$19 1/2
Hongkong, 20 cts. pieces	\$9 7/8
Hongkong, 10 cts. pieces	\$9 7/8

BANKS

INTERNATIONAL BANKING CORPORATION

HEAD OFFICE:
60, Wall Street, New York.
LONDON OFFICE:
36, Bishopsgate, E.C.

BRANCHES:
ROMBAY, LONDON, CALCUTTA, MANILA, CANTON, PANAMA, CEBU, PEKING, COLON, SAN FRANCISCO, HANKOW, SHANGHAI, HONGKONG, SINGAPORE, KOBE, YOKOHAMA.

CAPITAL PAID-UP \$3,250,000
RESERVE FUNDS \$4,120,000

(U.S. Gold) \$7,370,000
All kinds of FOREIGN & LOCAL BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received at rates to be ascertained on application.
N. S. MARSHALL, Manager.
Hongkong, 22nd Oct. 1914

THE YOKOHAMA SPECIE BANK LIMITED.

Established 1880.
Authorized Capital Yen 48,000,000
Paid-up Capital " 30,000,000
Reserve Fund " 19,500,000

Head Office.—YOKOHAMA.

Branches:
Amoy, Canton, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Shanghai, Singapore, Tientsin, Yokohama.
Agents at:
Batavia, Bombay, Calcutta, Cebu, Hongkong, Kobe, London, Lyons, Shanghai, Singapore, Tientsin, Yokohama.

Interest Allowed on Current Accounts.
Deposits received for fixed periods at rates to be obtained on application.
EISEI ONO, Manager.
Hongkong, 15th March, 1915.

NOTICES.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up...\$1,250,000.)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application.)

The Office of
TRUSTEE, EXECUTOR OF
WILLS, ATTORNEY, &c.,
Undertaken and Executed.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 19th March, 1890

PEAK TRAMWAY CO. LIMITED.

TIMETABLE.

WEEK DAYS.			
7.00 A.M.	to 8.00 A.M.	Every 15	Min.
8.00 A.M.	to 10.00 A.M.	Every 15	Min.
10.00 A.M.	to 11.00 A.M.	Every 15	Min.
11.30 P.M.	to 12.00 P.M.	Every 15	Min.
12.30 P.M.	to 1.15 P.M.	Every 15	Min.
1.15 P.M.	to 1.45 P.M.	Every 15	Min.
1.45 P.M.	to 2.00 P.M.	Every 15	Min.
2.00 P.M.	to 2.30 P.M.	Every 15	Min.
2.30 P.M.	to 3.00 P.M.	Every 15	Min.
3.00 P.M.	to 3.30 P.M.	Every 15	Min.
3.30 P.M.	to 4.00 P.M.	Every 15	Min.
4.00 P.M.	to 4.30 P.M.	Every 15	Min.
4.30 P.M.	to 5.00 P.M.	Every 15	Min.
5.00 P.M.	to 5.30 P.M.	Every 15	Min.
5.30 P.M.	to 6.00 P.M.	Every 15	Min.
6.00 P.M.	to 6.30 P.M.	Every 15	Min.
6.30 P.M.	to 7.00 P.M.	Every 15	Min.
7.00 P.M.	to 8.00 P.M.	Every 15	Min.
8.00 P.M.	to 9.00 P.M.	Every 15	Min.
9.00 P.M.	to 10.00 P.M.	Every 15	Min.
10.00 P.M.	to 11.00 P.M.	Every 15	Min.
11.00 P.M.	to 12.00 P.M.	Every 15	Min.
12.00 P.M.	to 1.00 P.M.	Every 15	Min.
1.00 P.M.	to 2.00 P.M.	Every 15	Min.
2.00 P.M.	to 3.00 P.M.	Every 15	Min.
3.00 P.M.	to 4.00 P.M.	Every 15	Min.
4.00 P.M.	to 5.00 P.M.	Every 15	Min.
5.00 P.M.	to 6.00 P.M.	Every 15	Min.
6.00 P.M.	to 7.00 P.M.	Every 15	Min.
7.00 P.M.	to 8.00 P.M.	Every 15	Min.
8.00 P.M.	to 9.00 P.M.	Every 15	Min.
9.00 P.M.	to 10.00 P.M.	Every 15	Min.
10.00 P.M.	to 11.00 P.M.	Every 15	Min.
11.00 P.M.	to 12.00 P.M.	Every 15	Min.
12.00 P.M.	to 1.00 P.M.	Every 15	Min.
1.00 P.M.	to 2.00 P.M.	Every 15	Min.
2.00 P.M.	to 3.00 P.M.	Every 15	Min.
3.00 P.M.	to 4.00 P.M.	Every 15	Min.
4.00 P.M.	to 5.00 P.M.	Every 15	Min.
5.00 P.M.	to 6.00 P.M.	Every 15	Min.
6.00 P.M.	to 7.00 P.M.	Every 15	Min.
7.00 P.M.	to 8.00 P.M.	Every 15	Min.
8.00 P.M.	to 9.00 P.M.	Every 15	Min.
9.00 P.M.	to 10.00 P.M.	Every 15	Min.
10.00 P.M.	to 11.00 P.M.	Every 15	Min.
11.00 P.M.	to 12.00 P.M.	Every 15	Min.
12.00 P.M.	to 1.00 P.M.	Every 15	Min.
1.00 P.M.	to 2.00 P.M.	Every 15	Min.
2.00 P.M.	to 3.00 P.M.	Every 15	Min.
3.00 P.M.	to 4.00 P.M.	Every 15	Min.
4.00 P.M.	to 5.00 P.M.	Every 15	Min.
5.00 P.M.	to 6.00 P.M.	Every 15	Min.
6.00 P.M.	to 7.00 P.M.	Every 15	Min.
7.00 P.M.	to 8.00 P.M.	Every 15	Min.
8.00 P.M.	to 9.00 P.M.	Every 15	Min.
9.00 P.M.	to 10.00 P.M.	Every 15	Min.
10.00 P.M.	to 11.00 P.M.	Every 15	Min.
11.00 P.M.	to 12.00 P.M.	Every 15	Min.
12.00 P.M.	to 1.00 P.M.	Every 15	Min.
1.00 P.M.	to 2.00 P.M.	Every 15	Min.
2.00 P.M.	to 3.00 P.M.	Every 15	Min.
3.00 P.M.	to 4.00 P.M.	Every 15	Min.
4.00 P.M.	to 5.00 P.M.	Every 15	Min.
5.00 P.M.	to 6.00 P.M.	Every 15	Min.
6.00 P.M.	to 7.00 P.M.	Every 15	Min.
7.00 P.M.	to 8.00 P.M.	Every 15	Min.
8.00 P.M.	to 9.00 P.M.	Every 15	Min.
9.00 P.M.	to 10.00 P.M.	Every 15	Min.
10.00 P.M.	to 11.00 P.M.	Every 15	Min.
11.00 P.M.	to 12.00 P.M.	Every 15	Min.
12.00 P.M.	to 1.00 P.M.	Every 15	Min.
1.00 P.M.	to 2.00 P.M.	Every 15	Min.
2.00 P.M.	to 3.00 P.M.	Every 15	Min.
3.00 P.M.	to 4.00 P.M.	Every 15	Min.
4.00 P.M.	to 5.00 P.M.	Every 15	Min.
5.00 P.M.	to 6.00 P.M.	Every 15	Min.
6.00 P.M.	to 7.00 P.M.	Every 15	Min.
7.00 P.M.	to 8.00 P.M.	Every 15	Min.
8.00 P.M.	to 9.00 P.M.	Every 15	Min.
9.00 P.M.	to 10.00 P.M.	Every 15	Min.
10.00 P.M.	to 11.00 P.M.	Every 15	Min.
11.00 P.M.	to 12.00 P.M.	Every 15	Min.
12.00 P.M.	to 1.00 P.M.	Every 15	Min.
1.00 P.M.	to 2.00 P.M.	Every 15	Min.
2.00 P.M.	to 3.00 P.M.	Every 15	Min.
3.00 P.M.	to 4.00 P.M.	Every 15	Min.
4.00 P.M.	to 5.00 P.M.	Every 15	Min.
5.00 P.M.	to 6.00 P.M.	Every 15	Min.
6.00 P.M.	to 7.00 P.M.	Every 15	Min.
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9.00 P.M.	to 10.00 P.M.	Every 15	Min.
10.00 P.M.	to 11.00 P.M.	Every 15	Min.
11.00 P.M.	to 12.00 P.M.	Every 15	Min.
12.00 P.M.	to 1.00 P.M.	Every 15	Min.
1.00 P.M.	to 2.00 P.M.	Every 15	Min.
2.00 P.M.	to 3.00 P.M.	Every 15	Min.
3.00 P.M.	to 4.00 P.M.	Every 15	Min.
4.00 P.M.	to 5.00 P.M.	Every 15	Min.
5.00 P.M.	to 6.00 P.M.	Every 15	Min.
6.00 P.M.	to 7.00 P.M.	Every 15	Min.
7.00 P.M.	to 8.00 P.M.	Every 15	Min.
8.00 P.M.	to 9.00 P.M.	Every 15	Min.
9.00 P.M.	to 10.00 P.M.	Every 15	Min.
10.00 P.M.	to 11.00 P.M.	Every 15	Min.
11.00 P.M.	to 12.00 P.M.	Every 15	Min.
12.00 P.M.	to 1.00 P.M.	Every 15	Min.
1.00 P.M.	to 2.00 P.M.	Every 15	Min.
2.00 P.M.	to 3.00 P.M.	Every 15	Min.
3.00 P.M.	to 4.00 P.M.	Every 15	Min.
4.00 P.M.	to 5.00 P.M.	Every 15	Min.
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10.00 P.M.	to 11.00 P.M.	Every 15	Min.
11.00 P.M.	to 12.00 P.M.	Every 15	Min.
12.00 P.M.	to 1.00 P.M.	Every 15	Min.
1.00 P.M.	to 2.00 P.M.	Every 15	Min.
2.00 P.M.	to 3.00 P.M.	Every 15	Min.
3.00 P.M.	to 4.00 P.M.	Every 15	Min.
4.00 P.M.	to 5.00 P.M.	Every 15	Min.
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6.00 P.M.	to 7.00 P.M.	Every 15	Min.
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11.00 P.M.	to 12.00 P.M.	Every 15	Min.
12.00 P.M.	to 1.00 P.M.	Every 15	Min.
1.00 P.M.	to 2.00 P.M.	Every 15	Min.
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11.00 P.M.	to 12.00 P.M.	Every 15	Min.
12.00 P.M.	to 1.00 P.M.	Every 15	Min.
1.00 P.M.	to 2.00 P.M.	Every 15	Min.
2.00 P.M.	to 3.00 P.M.	Every 15	Min.
3.00 P.M.	to 4.00 P.M.	Every 15	Min.
4.00 P.M.	to 5.00 P.M.	Every 15	Min.
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6.00 P.M.	to 7.00 P.M.	Every 15	Min

